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ST. 1579

LLOYD'S

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PROTRACTED PASSAGES.

WHILST it is only natural that some anxiety should be felt for the safety of a vessel that is making an abnormally long passage, and of which no news has been received from the date of her sailing, it is to be feared that an almost needless fearfulness has frequently characterised the view of the public in regard to certain overdue sailing ships, which have ultimately come into port all well. This is doubtless in part due to the fact that the circumstances under which sailing ships prosecute their voyages are not sufficiently understood, and also to the tendency to overlook the many baffling and retarding influences which, so far as the "windjammer" is concerned, are a feature of ocean voyaging. Of the ships that pass off the register as "missing," a goodly proportion are sailers, but it is equally true that the greater number of vessels which, for a variety of reasons, are spoken of as "overdue" ultimately arrive. Indeed, the records of the past afford numerous instances of sailing ships which, after terribly protracted passages, have reached port in safety, and the citation of some few such cases will probably supply the best argument against an untimely anxiety in regard to any vessel that, from a variety of causes, may be belated. Thus, in 1860 the barque *Ellenbank* took seven months and four days on the voyage from Manila to Greenock. A succession of calms delayed her week after week, and this alone was the cause of the delay. Another vessel, the German barque *Henny*, also from Manila, arrived in the Thames some few years ago, having taken well over 200 days to perform the run. Four of her crew died of scurvy, and she was obliged to put into Punta Delgada for medical assistance. But for grim horror the tale of the big American ship *T. F. Oakes* stands alone. Leaving Hong Kong on July 4, 1896, she did not arrive at her destination (New York) until March 21 of the following year. A succession of storms drove the vessel so far from her course that her commander, Captain REID, elected to make the voyage by way of the Horn, instead of rounding the Cape of Good Hope. By the time she reached the Horn scurvy had broken out. Slowly heading northward, she worked her way up to the North Atlantic, her crew sickening and dying from the disease. She was picked up by the steamer *Kasbec* and towed into port, her crew nearly all dead, and the captain's wife at the wheel. One feature of the *T. F. Oakes* disaster that was commented upon at the time was the fact that she had spoken another American ship in the course of her voyage, and, had that speaking been reported, anxiety for her safety would to some extent have been allayed. Even more remarkable, although fortunately much less disastrous, was the passage in 1899 of the British ship *Red Rock*, from Towns-

ville, Queensland, to Noumea (N.C.). The distance between the two ports is only about 1,100 miles, but, owing to head winds and high seas, it took the *Red Rock* 111 days to make the passage. All hope for her safety was abandoned, and she was officially posted as missing. Yet she arrived—the only instance we can recall at the moment of a ship coming to port after having been posted as “missing.” Coming to the consideration of quite recent cases, we have the arrival at Salina Cruz, from Newcastle (N.S.W.) of the *Leyland Brothers*, after a passage of 140 days, and the arrival at New York of the Liverpool ship *Milverton*, from Leith, the latter vessel taking 76 days to do the trip. The foregoing are but a few of the many authenticated cases of long passages, but they show that the length of a sailing ship's passage is dependent upon a variety of causes, of which good fortune in getting a succession of favourable “slants” is certainly the most important. Old “shell-backs” are occasionally heard to assert that “there are no trade winds now-a-days.” This, of course, is only a figure of speech, but that in certain tropical regions the wind is notoriously uncertain, and often non-existent, is only too well known to mariners. In this connection the experience of the ship *Alba*, recently arrived at Brisbane from New York, after a passage of 186 days, is interesting. She reported that for 60 days she was knocking about in the latitude of the Equator, crossing and recrossing the line five times.

[illegible]

576/04. The "*Lindisfarne*"—Newcastle, N.S.W. to Antofagasta—arrived off Antofagasta on October 27th, 56 days out. The continuation of light winds and a heavy south swell drove the ship N., but on October 30th Antofagasta was bearing E.N.E. 9-10 miles, but in consequence of calms the ship again went to the N. The master tried his best to beat her back, but in light airs the ship would neither sail nor tack. On November 2nd, the master decided to reach the ship off the coast, but it was impossible to fetch the land on the inshore tack, so the vessel had to go on from lat. 23.30 S., long. 70.40 W. to lat. 33.30 S., long. 87.30 W., when west winds prevailed and the vessel came in to the Eastward, then up the coast to the usual track, and arrived at Antofagasta on the 27th November, 1903, a month after arriving within a few miles of the port.

Philadelphia, 260 days.

LON.

antic and Gulf of Mexico seaboard of the U.S.

Port Natal, both inclusive.
Zanzibar, both inclusive.

Zanzibar, both inclusive
and New South Wales.

Victoria and West and South Australia.

s between San Diego and Vancouver's Island, both inclusive
ports only.

THE arrival of the *Oberon* at Valparaiso was reported on the 21st inst. after a passage of 98 days from Newcastle, N.S.W., one of the longest ever recorded on this particular voyage. In 1900 the Italian ship *Oriente* was 112 days on the passage, and in 1902 another Italian vessel, the *King Malcolm*, took 92 days to reach Valparaiso. Last year two British ships, the *Almora* and the *Earl Cadogan*, were 89 and 99 days respectively on this voyage; the latter vessel, however, was very foul, not having been cleaned for close on two years, which partly accounted for her protracted passage. The *William Mitchell*, which is making a very long run from Melbourne, was spoken in 49 N. 25 W. all well, and can therefore be expected to arrive any day.

body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

Fairplay July 28, 1904

Anna Sarah	6. Bertha (declined)	29.
Andrada	12. Basuto ¹⁵¹	44
Aladdin	26. Braekha	58
Aden (stm trawler)	39. Balthasar	95
Avenir	48. Brier Holme (Subsequent inf.?)	152
Anglia	49. Berrington ¹⁵¹	153
Alletha	52. Bay of Bengal	187
Anapira	67. Bud	208
Antium ¹⁵¹	70. Britannia ¹⁵¹	206
Annie (Vessel arrived)	79	
Anna	84	
Ausgar ¹⁵¹	90.	
Altona	93	
Ayrgal ¹⁵¹	97	
August	121	
Austides	124	
Alwina ¹⁵¹	127	
Alpha	167	
Alpha	177	
Andreas	180.	
Alcinous	183	
Altamira ¹⁵¹	199	
Albireo ¹⁵¹	200	

Cape Wrath
 County of Haddington
 Cambrian King
 Caignair
 County of Lancaster ¹⁵¹
 Challenge
 Charlemagne
 Commandant Marchand
 Corolla
 Bonemaugh ¹⁵¹
 Clonallon ¹⁵¹
 Claverdale ¹⁵¹
 Charles E. Wilbur
 Carlisle ¹⁵¹ (Vessel arrived)
 Conqueror
 Charles & Max
 Chipperkyle
 Castilia ¹⁵¹
 Carlo ¹⁵¹

11. Diadem	13.
32. Dusseldorf	20.
34. Dungonnell ¹⁵¹	91
36. Dronningen	98
38. Du bouedie	104
45. Daisy	123
76. D'Artagnan	166
99. Dollie ¹⁵¹	178
119. Daw + Mary	197
141	
154	
156	
158	
161	
169	
186	
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198	
202	

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Elise Podes ¹⁵¹ (declined)	5
Excelsior	46
Eglinton ¹⁵¹	50
Elliot	75
Eze (declined)	125
Elise	128
Esperanza	134
Emily Mary	146
Edith Mary	155
Elizabeth	164
Eulomene	170
Emile B	189
Ernst	203

Fagerheim ⁶¹	7
Franklin ¹⁵¹	43
Flying Dutchman	54
Franklin	64
Frederikke	68
Flora	92
Fides (strawberry)	102
Finsbury ¹⁵¹	116
Fortuna ¹⁵¹	130
Forget-me-not	138
Flora	139
Fitzwilliam ¹⁵¹	147
Freshfield ¹⁵¹	173

Golden Fleece	27
Glenbreck	35
Grecian (steam trawler)	82
Gezusters	85
Godoffroy	88
Gloucester	92
Glenburn	136

Hoffnung (declined)	28
Huelva	37
Hermannus	61
Huronian	72
H. F. Glade	74
Hatzic	78
Helen Brewer	111
Humber (declined)	125
Harbour Grace (steam whaler)	148
H. D. 10 (steam dredger)	160
Highland Lassie	172
Honolulu (declined)	191
Hasterni	192

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India
Isabella Walker
Jerome
Idun
Ivanhoe

10 Komet 15
109 Kellie Castle (stm. trawler) 59
114 Klet 110
149 Kinn 150
171

John McDonald
J. K. Allport
Gouverneur
Julie

25
62
144
145

Lady Gladys	17	Mobile ¹⁵¹	9
Lucerne ¹⁵¹	18	Manicore ¹⁵¹	14
Lidstjalf	24	Maraval (<i>declined - re-insurances only</i>)	16
Linwood	30	Manchester	22
Linnet (stm trawler)	60	Mesavria ¹⁵¹	44
Lady Louisa Pennant	91	Mary & Ann	47
Loch Long	117	Matteawan ¹⁵¹	51
Loch Bredan	133	Maria Maddalena	55
Lamoriciere	137	Maud Moulton	108
Laura	140	Miltonpark	112
Lamorna	142	Mary & Annie	115
Linnea ¹⁵¹	165	Martaban	132
Loch Venuschar	194	Mars ¹⁵¹	176
Lafayette	195	Moy	182
		My Beauty	193

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<i>Nor</i> ¹⁵¹	21 <i>Orkney</i> (stn trawler)	53
<i>Nemesis</i>	63 <i>Ocean Queen</i>	56
<i>Napoli</i> ¹⁵¹	118 <i>Orion</i>	73
<i>Nemesis</i> ¹⁵¹	151 <i>Oleta</i> ¹⁵¹	179
<i>Nutfield</i> ¹⁵¹	157	
<i>Nelly</i>	161	
<i>Norseman</i>	188	

Quinebang

159

Primus
 Piako
 Dalterdale
 Perseverance
 Palmas
 Polly Preston
 Petofi
 Paris
 Pioneer
 Principality

19
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Rathdown
Rydalmere
Rudolf

8
31
136

Taisa (stm dredger) 3
Trevilley^m 33
Triumph 40
Thor 66
Twice Broeders (*declined*) 103
Theodora 107
Thistle 113
Thalia 129
Tulip 162
Trogen^a 205

Samuel Moss 1
Saltram 57
Stockport^m 66
Sanglier 69
St Enoch 57
Salopia^m 94
S. V. Luckenbach^m 100
St Lawrence (stm dredger) 105
Spes 106
Stadt^m 122
Solent (*declined*) 125
Start^m 163
Sirene 174
Sei Torelli 175
Secunda 185
Susanna (*Vessel arrived*) 204

Venti Settembre^m 2
Vildanden 11

*Upupa*¹⁵¹R
S
T
V
W
X
Y
Z

Windsor
Waronis
Wyberton (steam trawler)

71
101
181

Yarana

H

Zwei Gebrüder
Zwigger (declined)

42

135

Fairplay 14.3.1901

THE "POTOSI."—The two last voyages of the five-masted ship *Potosi*, of which Mr. F. Laeisz is the owner, are wonderful records. This vessel, under the command of Capt. Hilgendorf, left Hamburg on the 14th March, 1900, put to sea on the 17th March, passed the Isle of Wight on the 21st March, and thence headed for Valparaiso, at which port she arrived on the 15th May, after being out fifty-five days, which is said to be the fastest voyage ever made by a sailer on this route. The *Potosi* arrived at Iquique on the 24th May, and left that harbour on the 7th June. On the 19th August she passed the Lizard, on the 23rd August Cuxhaven, and on the 26th she arrived in the port of Hamburg. On the 18th September, the vessel again sailed from Hamburg, passed Cruessant on 25th September, and on the 5th December arrived at Iquique with a sand ballasting of 2,500 tons. This sand ballast had in the first place to be discharged at Iquique before the ship could receive her cargo. The discharging had to be done by the crew, as there was no donkey-engine on board, and in spite of this difficulty the firm of Weber & Co. managed to despatch her after eleven days on her homeward voyage. For this record Mr. A. Groothoff, Mr. F. Laeisz's agent, was principally responsible. The *Potosi* was despatched from Iquique on 16th December, 1900, and passed the Lizard on the 27th February; on the 2nd March she passed Cuxhaven, and was berthed in Hamburg on the 6th March. Efforts are being made to discharge the 6,100 tons of cargo, which the ship has brought home, by the 13th March. If these efforts are successful, the *Potosi* will then within one year from the 14th March, 1900, to the 13th March, 1901, have completed two voyages between Hamburg and Iquique, which is a record the owners of the ship, the captain, and the crew can be justly proud of.

N. B. Richards arrived at Falmouth
on the 8th January 1904 from
Seychelles - 145 days out.

LLOYD'S,
LONDON, E.C.

Extract from letter from Mr. A. W. Young
re 'County of Haddington' 19266
(New York for Shanghai)

A list of vessels that have made
long passages on similar voyages to
the above.

Ship	Voyage	N. of days on voyage
Anahuac	U.S. - Japan	232
Empire	U.S. - Shanghai	249
John C. Sayre	"	205
Pym	Antwerp - Yokohama	339
Rutlandshire	hon - Shanghai	199
Americana	Clyde - Tongku	202
Invincible	U.S. - Japan	217
Isaac Reed	"	219
Albert Rickmers	"	206
Crown of Scotland	"	204
Arvidian	"	205
Henry Clement	Hiro - China	293
Khodasan	Tampa - Japan	230
Wamfion	U.S. - Japan	193
Howth	"	198
Castle Rock	"	197

The County of Haddington was posted missing
when 255 days out.

576/04. The "Lindisfarne"—Newcastle, N.S.W. to Antofagasta—arrived off Antofagasta on October 27th, 56 days out. The continuation of light winds and a heavy south swell drove the ship N., but on October 30th Antofagasta was bearing E.N.E. 9-10 miles, but in consequence of calms the ship again went to the N. The master tried his best to beat her back, but in light airs the ship would neither sail nor tack. On November 2nd, the master decided to reach the ship off the coast, but it was impossible to fetch the land on the inshore tack, so the vessel had to go on from lat. 23.30 S., long. 70.40 W. to lat. 33.30 S., long. 87.30 W., when west winds prevailed and the vessel came in to the Eastward, then up the coast to the usual track, and arrived at Antofagasta on the 27th November, 1903, a month after arriving within a few miles of the port.

LLOYD'S

No. 2798

Samuel Moss of Fowey, Official Number 77363
 tons 150 gross 127 net - Mabley master -
 Cadiz for St John's N.F.

Application submitted

2nd January 1901

REMARKS.

Subscribers making application

Empress Ass^{co} Corpⁿ Ltd
 23452
 1900

Interested as Underwriters on Freight

Owner

Simon Truscott
 Charlestown
 Cornwall

Cargo

Salt

Insurance effected at

London

On Vessel

Furo

On Cargo

Latest Account

Sailed from Cadiz
 for St John's N.F. on the 19th August
 1900

SAMUEL MOSS.—London, Oct. 15.—A Porthcawl telegram states that grave fears are entertained for the safety of the brigantine Samuel Moss, Mabley, which left Cadiz for St. John's (N.F.) on the 17th of August last. Several vessels which sailed after the Samuel Moss have arrived.—Daily News.

L.L. Oct. 15 1900

Crew:—

7

Apprentices —

Number of Days out

~~135~~
 142

COMMITTEE'S DECISIONS.

On board 2nd Jan^y 1901
 Posted missing 9th Jan^y 1901

No. 2799

Venti Settembre

ex Inchiesta 151of Spezia, Faggioni tons 2931 gross
1923 net

Sulina & Gibraltar for Rotterdam

Application submitted

9th January 1901

REMARKS.

Subscribers making application

Fred. Hall ²⁶³/₁₉₀₀Interested as Broker on the
cargo.

Owners

Messrs Dall'Ore & Co

Cargo

Grain and seed

Insurance effected ~~at~~

On Vessel

partly in London etc.

On Cargo

Latest Account

Sailed from Sulina
for Rotterdam on the 31st Oct.
1900 and from Gibraltar
on the 11th November 1900

Crew:— 25

Apprentices

Number of Days out

From Sulina	69	76
.. Gibraltar	58	65

COMMITTEE'S DECISIONS.

On Board
Posted missing9th Jan^y 1901
16th Jan^y 1901

No. 2800

Taisa (steam dredger) of Glasgow Rhue, tons 419 gross, 201 net
 Official Number 113922
 Greenock for Keelung, Formosa (via Gibraltar)

Application submitted

22nd Jan. 1901 A. C.
 23rd Jan. 1901

REMARKS.

Subscribers making application

James Finlay & Co. 1804/01

Interested as Insurance Agents for
Messrs W. Simons & Co Ltd.

Owner

W. Simons & Co Ltd
Renfrew

Cargo

Insurance effected at

London at Lloyd's and the
Companies.

On Vessel

On Cargo

Latest Account

Sailed from Greenock for
 Keelung, Formosa on the 11th December
 1900 and passed Kildonan on the
 18th of December 1900

The sailing date is given in
 "Lloyd's List" as 13th December 1900

Crew:— 18

Apprentices Nil

Number of Days out

From sailing ~~41~~ ~~42~~ ~~56~~ 63
 " passing ~~34~~ ~~35~~ ~~49~~ 56

COMMITTEE'S DECISIONS.

Deferred by Agency Committee - 22 Jan 1901
 Deferred by Committee - 14 days - 23 Jan 1901
 On Board - 6th Feby 1901
 Posted missing - 13th Feby 1901

No. 2801

Yarana of Greenock, Official Number 99785, Robertson,
Tons 1965 gross 1871 net.
Santa Rosalia, Lower California for Iquique

Application submitted

6th Feby 1901

REMARKS.

Subscribers making application

R. H. Buchanan
E. Ucelli & Co. Ltd.

Interested as owners broker

Owner

The Yarana Sailing Ship Co.
J. D. Clerk Manager
Greenock

Cargo

Ballast

Insurance effected at

Lloyd's, Liverpool, and
Companies

On Vessel

On Cargo

Latest Account

Sailed from Santa Rosalia
Lower California, for Iquique
on the 30th June 1900

Crew:—

23

Apprentices

6

Number of Days out

~~220~~ 227

COMMITTEE'S DECISIONS.

On Board - 6th Feby 1901
Posted missing 13th Feby 1901

No. 2802

Elise Podeus 151 of Wismar, Voss, tons 980 gross 600 net
Sundswall for Velsen, Holland

Application submitted

6th Feb, 1901

REMARKS.

Subscribers making application

A. Hawley

Interested as Underwriter on a
reinsurance policy

Owner

H. Podeus

Cargo

Wet wood

Insurance effected at

Berlin & Hamburg

On Vessel

do.

On Cargo

Latest Account

Sailed from Sundswall
for Velsen (Holland) on the
7th December 1900.Owner states steamer was seen on 8th Dec. 1900
at the Ostfinggrundet lightvessel by Franziska Podeus.

Crew:—

15

Apprentices

Number of Days out

60

ELISE PODEUS (s).—Ymuiden, Dec. 21.—Anxiety
is felt for the safety of the German steamer Elise
Podeus, which left Sundswall on Dec. 7 for Velsen, via
the Kaiser Wilhelm Canal. Sundswall, Dec. 25, 10 40
a.m.—Elise Podeus left 8th inst.

L.L. Dec 24 1900

L.L. Dec 26 1900

ELISE PODEUS (s).—London, Jan. 4.—The owner
of the Elise Podeus (s), which left Sundswall Dec. 7 for
"Velsen," in reply to inquiry asking for latest news of
the vessel, writes from Wismar Jan. 2 that the German
Consul at Reval reports that a chest has been found on
the coast 12 kilometres SW of Reval with a flag of the
Elise Podeus.

L.L. Jan 4 1901

Owner states that German Consul at Reval
writes on Dec 29, that the flag locker and flap
of the 'Elise Podeus' have washed ashore at
Fischer, 12 Kilometres S.W. of Reval.

COMMITTEE'S DECISIONS.

Application not entertained.
No insurances in the United Kingdom.

No. 2803

Anna Sarah of Ipswich, official Number 27827, Barnes
 Tons 139 gross, 124 net
 Caen & Lymington Roads, for Bristol

Application submitted

13th Feby 1901

REMARKS.

Subscribers making application

W. C. Hanley $\frac{3205}{01}$ Interested as broker for
Cargo

Owner

W. C. Dawson
270 Great Horton Road
Bradford

Cargo

Stone

Insurance effected at

Turo & at Lloyd's

On Vessel

Unknown

On Cargo

Latest Account

Sailed from Caen on
 the 1st December 1900 for
 Bristol and from Lymington
 Roads on the
 1st January 1901

Crew:— 6

Apprentices nil

The sailing from Lymington Roads
 has not been reported in "Lloyd's
 List."

Number of Days out

From Caen 73 ~~94~~ 101
 .. Lymington 42 ~~63~~ 70

COMMITTEE'S DECISIONS.

Deferred 21 days
 On Board
 Posted missing

13th Feby 1901
 6th Mch. 1901
 13th March 1901

No. 2804

Fagerheim

of Christiania, Truque Smith
Tons 1699 gross 1061 net
Troon for St. Nazaire

Application submitted

13th February, 1901

REMARKS.

Subscribers making application

J. Benton

Interested as Agent for Owners

Owner

Acties "Fagerheim"
W. Holby, manager
Christiania

Cargo

Coal

Insurance effected at

Christiania

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Troon
for St. Nazaire on the
26th December 1900

Crew:— 20

Apprentices —

Number of Days out

48

"The coal shipped by this steamer was from the collieries of Messrs W. Baird & Co. Ltd., Shrewport near Kilmaronock, N. B. styled Roundown Diamond Coal. This coal is large and pretty free from small, and is used for general purposes, and is not liable to spontaneous combustion" Extract from letter from Agt. Brown

Fishguard, Jan. 2.—Along the shores of Fishguard Bay a considerable quantity of wreckage has been thrown up lately. A board has been picked up, marked "S.S. Sherborne."

L.C. Jan. 3. 1901

FAGERHEIM (s).—Newcastle, Jan. 9.—The steamer Fagerheim registered at Christiania, which sailed from Troon laden with 2,200 tons of coals for St. Nazaire on Dec. 26, has, it is believed, foundered with all hands in the Irish Channel. She would encounter the full fury of the hurricane of the following day. The finding of a quantity of wreckage on the Welsh shore marked "Fagerheim" adds weight to the belief that she has been lost. The commander, Captain Smith, and most of the crew were Norwegians.—*Newcastle Daily Journal*. [Memo.—The Fagerheim (Norwegian steamer), was originally named Sherborne (British).—See Fishguard under "Derelicts and Wreckage" in issue of Jan. 3, reporting the washing up of some wreckage, including a board marked "S.S. Sherborne."]

" Jan. 9. 1901

FAGERHEIM (s).—London, Jan. 15.—A Cardiff correspondent says it is feared that the steamer Fagerheim, Glasgow for St. Nazaire, foundered off Strumble Head, Pembrokeshire, during the gale of Dec. 27. The body of a Scandinavian seaman was washed ashore a few days ago, and other corpses have been observed floating off the Head. A pair of oars marked "Sherborne," which, it appears, was formerly the name of the Fagerheim, have been picked up at Fishguard.—*Press Association*.—[See issue of Jan. 9.]

" Jan 15. 1901

FAGERHEIM (s).—Cardiff, Jan. 22.—A board, bearing the name of Fagerheim (s), has been picked up at Newport (Pem.). No more bodies have been seen.—[See issue of Jan. 15.]

" Jan 23. 1901

COMMITTEE'S DECISIONS.

On Board
Ported missing

13th Feby 1901
20th Feby 1901

No. 2805

Rathdown of Dublin Official Number 95335 Tons 2145 gross
2058 net Dyke
Yokohama for Puget Sound

Application submitted

20th February 1901

REMARKS.

Subscribers making application

Edmund Deane ⁴⁰²³/₀₁

Interested as Broker

Owner

R. Martin & Co
29 Sir John Rogerson's Quay
Dublin

Cargo

Ballast

Insurance effected at

Lloyd's and Companies

On Vessel

On Cargo

Latest Account

Sailed from Yokohama
for Puget Sound on the
4th October 1900.

A letter ⁶³⁴⁶/₀₁ was placed before the Committee, received from Mr. E. S. Humphreys stating that at a meeting of the Underwriters interested in the case of the Rathdown it was resolved to delay settlement of the loss pending the result of a Board of Trade Enquiry, and requesting the Committee to communicate with the Board of Trade with a view to bring on the enquiry at as early a date as possible. It was the Underwriters desire to be represented by Counsel.

Crew:— 28.

Apprentices Nil

Number of Days out

~~138~~ ~~159~~ 166

COMMITTEE'S DECISIONS.

Deferred 21 days - 20 February 1901
On Board - 13 March 1901
Posted missing - 20 March 1901

No. 2806

Mobile

151 of West Hartlepool, Official Number 102737
 Thomas Whittingham tons 3341 gross 2183 net
 Mobile for Bremen

Application submitted

27th Feby 1901

REMARKS.

Subscribers making application

Henry Head & Co. Ltd
 Chas Wright, Director

Interested as Insurance Broker for the steamer.

Owner

The Horsley Line Ltd
 West Hartlepool

Cargo

Cotton Grain &c

Insurance effected at

Lloyd's and with Companies } On Vessel

Unknown

} On Cargo

Latest Account

Sailed from Mobile on
 27th December for Bremen and
 from Fort Morgan on the
 28th December 1900

London, Jan. 29.—Mobile (s): Following telegram received from the owners dated West Hartlepool, Jan. 29, 12 2 p.m.:—Have no news since leaving Mobile Dec. 28. Have wired Captain Dalmally just arrived Bremen what weather he experienced.

L.L. Jan 29 1901

Crew:— 26

Apprentices nil

Number of Days out

from Mobile ~~67~~ 68
 F. Morgan ~~68~~ 67

COMMITTEE'S DECISIONS.

On Board.
 Posted missing

27th Feby 1901
 6th Mch. 1901

No. 2807

*India**(s) of Hamburg, Pieper tons 1487 gross 935 net
Limni & Sagres for Garston*

Application submitted

27th Feby 1901

REMARKS.

Subscribers making application

Herbert W Bridgewater
4653

Owner

H. G. b. Renck
Hamburg

Cargo

Magnesite

Insurance effected at

Hamburg

On Vessel

Riverpool

On Cargo

Latest Account

*Sailed from Limni for
Garston on the 24th December 1900
and passed Sagres on
the 5th January 1901*Crew:— *23*Apprentices *nil*

Number of Days out

*from sailing ~~64~~ 71
passing ~~48~~ 55*

COMMITTEE'S DECISIONS.

*On Board — 27th Feby 1901
Posted missing — 6th Mch. 1901*

No. 2808

Cape Wrath of Greenock, Official number 99781
 Hampshire, tons 2140 gross 1998 net
 Callao for Astoria, Oregon.

Application submitted

13th March 1901

REMARKS.

Subscribers making application

Theo. Uzielli ⁵³⁰⁰/₀₁

Interested as Insurance Broker.

Owner

The Dominion Ship Co. Ltd.
 Wm Thomas & Co., Managers
 Liverpool

The Empress Marine Insurance Co
 made verbal application for the Committee
 of Lloyd's to communicate with the
 Board of Trade requesting that an
 official enquiry be held respecting the
 loss of this vessel. 27.2.01

Cargo

Ballast

Insurance effected at

London & Liverpool

On Vessel

On Cargo

Latest Account

Sailed from Callao for
 Astoria, Oregon, on the 2nd Nov 1900.

Crew:- 25

Apprentices 6

Number of Days out

~~130~~ 137

Liverpool, Jan. 16, 9 58 a.m.—Owners of Cape Wrath
 have received following from Portland (Or.) this morn-
 ing:—Scottish Hills, arrived Astoria, reports Cape
 Wrath outside.

L.L. Jan 16 1901

San Francisco (by Cable received Jan. 16).—Scottish
 Hills, arrived Astoria, reports having seen, Jan. 14,
 vessel like Cape Wrath.

L.L. " "

London, Jan. 22.—The following cable message has
 been received from San Francisco:—Scottish Hills
 interviewed; denies seeing or reporting Wrath (Cape
 Wrath).—[See under "Miscellaneous" in issue of
 Jan. 16.]

L.L. Jan 22 1901

CAPE WRATH.—San Francisco, Jan. 24.—Further
 advices received here from the North state that the
 master of the Scottish Hills was evidently mistaken
 when he reported having seen the Cape Wrath off the
 mouth of the river. It is stated that he based his report
 on what the pilots had told him of the size of the Cape
 Wrath. Telegraphic advices have been received here
 from Callao confirming the final sailing date of the
 Cape Wrath, and advising that the vessel carried 1,050
 tons of ballast.

L.L. Feb. 12. 1901

CAPE WRATH.—Liverpool, Feb. 13, 10 35 a.m.—
 Owners state that Cape Wrath had 1,150 tons of ballast,
 and not as reported yesterday.

L.L. Feb. 13 1901

CAPE WRATH.—San Francisco, Feb. 14.—Mail
 advices from Callao state that the Cape Wrath loaded
 there 1,100 Spanish tons of gravel ballast, which was
 well stowed in the main and after holds with shifting
 boards.

L.L. " 28 1901

COMMITTEE'S DECISIONS.

On Board
 Posted missing

13 March 1901
 20 March 1901

No. 2809

Andrada of Liverpool, official number 97836 tons 2593 gross
 2394 net
 D. Thomas
 Santa Rosalia for Portland, C.

Application submitted

26th March 1901, A. C.
 27th March 1901

Subscribers making application

R. W. Shepard ⁶⁵⁹⁵

Owner

Andrada Sailing Ship Co Ltd
 (E. F. & W. Roberts, managers)
 Liverpool

Cargo

Ballast

Insurance effected at

Lloyd's Companies
 & Clubs

On Vessel

On Cargo

Latest Account

Sailed from Santa Rosalia
 for Portland C. on the 12th Nov^r 1900
 and arrived off Astoria Bar on the
 11th Dec^r 1900 and received pilot
 on board.

Crew:— 21

Apprentices 2.

Number of Days out

From sailing ~~133~~ ~~134~~ 141
 .. Astoria Bar ~~104~~ ~~105~~ 112

REMARKS.

Interested as Insurance Broker

ANDRADA.—Astoria (O.), Jan. 2.—Twenty-two days ago British ship Andrada, from Santa Rosalia, appeared off the Columbia, and pilot Cordiner was taken aboard. A great storm arose at that time, and the Andrada was driven to the north, and has not been seen since. Revenue cutter Perry has gone in search of her.

Victoria, B.C., Jan. 8.—The tale of disaster as a result of the recent gales continues to grow. Another wreck is reported by the Chilean barque Temuco, which has arrived on the Sound from San Francisco. This vessel reports having passed a wrecked ship near the Vancouver Island shores, while en route to the Sound. Shipping men of San Francisco, according to a despatch from there, believe the vessel sighted by the Chilean schooner to be the British ship Andrada, which arrived off the mouth of the Columbia River 24 days ago from Santa Rosalia, and after taking a pilot on board was blown to sea by the recent gales and has not been seen since.—Victoria Semi-Weekly Colonist.—[See issue of Jan. 10.]

ARDNAMURCHAN.—Vancouver, B.C. (by Cable received Feb. 2).—Ardnamurchan sailed Dec. 3. Wreckage strewn along the coast first reported Astoria, Jan. 21, cases canned salmon. Wreckage identified by shippers marks belonging only her cargo. Considered possible Andrada missing and Ardnamurchan have been in collision.—[Memo: The above telegram is from Lloyd's Agent, and is in reply to the following inquiry:—What are the reasons for supposing the wreckage to have come from the Ardnamurchan? What did the wreckage consist of? Telegraph immediately date and position washed ashore. Full particulars requested by telegraph.]

ANDRADA.—San Francisco, Jan. 15.—United States steamer Perry arrived Seattle 15th from an unsuccessful search of missing British ship Andrada.

London, Feb. 8.—A Central News cable from New York states:—The Revenue cutter Grant, while cruising in the neighbourhood of Vancouver Island, found portions of wreckage belonging to the English vessels Andrada and Plata, which it is feared have foundered.—Memo:—With reference to the above Lloyd's Agent New York was cabled re Ilala as follows:—What does wreckage consist of? When found? Suggest Plata mistake for Ilala. To this the following reply has been received:—Feb. 6 letter received Victoria (B.C.) from Revenue cutter Grant states: Picked up lifeboat (? lifebuoy) name Ilala. Plata unknown here.—[See report re Ilala in issue of Feb. 7 and San Francisco paragraph below.]

San Francisco (by Cable received Feb. 8).—Victoria telegram, Feb. 6, says steamer Queen City reports Revenue cutter Grant found life preserver of ship Ilala, off Vancouver Island, nothing else.

ANDRADA.—Victoria, B.C., Jan. 31.—News was brought by the steamer Queen City last night that much wreckage has been found on the west coast. Four days ago a piece of teak, believed to be from the back of a ship's boat, was picked up on Bonilla Point by lighthouse-keeper Daykin. It had the name Andra cut into it, and it is believed to have come from the missing ship Andrada, which was blown from the Columbia River some weeks ago.—New York Herald.

Victoria, B.C. Jan. 31.—Steamer Queen City arrived from the West Coast last night. She reports that lighthouse-keeper Daykin had picked up a piece of teak, apparently the back part of a ship's boat, in which were cut the letters Andrada. The piece was found by Mr. Daykin on Bonilla Point, and is evidently from one of the boats of the missing vessel.

COMMITTEE'S DECISIONS.

On Board by A. C. — 26th March 1901
 On Board — 27th March 1901
 Posted missing — 3rd April 1901

Diadem of Guernsey Official Number 76703 Registered tonnage 60
 Davey
 Swansea for St. Malo.

Application submitted

26th March 1901 A.C.
 27th March 1901

REMARKS.

Subscribers making application

A. C. De Chapeaurouge
 6715
 1901

Owner

E. O. Manger
 4 Prospect Place
 Swansea

Cargo

Coal

The "Diadem" was loaded with
 Dillwyn Coal (Anthracite)
 2407,

Insurance effected at

On Vessel

On Cargo

Cardiff

Latest Account

Sailed from Swansea
 for St. Malo on the 2nd Nov. 1900
 and was seen on the 4th Nov. 1900
 about 30 miles N. E. of Longships.

Crew:— 4

Apprentices

Number of Days out

From sailing ~~143~~ ~~144~~ 151
 Longships ~~141~~ ~~142~~ 149

COMMITTEE'S DECISIONS.

On Board by A. C. — 26th March 1901
 On Board — 27th March 1901
 Posted missing — 3rd April 1901

No. 2811

Manicore

151 of Manaos, Hassenstein, tons. 91 gross 57 net,
Clyde for Madeira & Para.

Application submitted

3rd April 1901

Subscribers making application

John Benton ⁷⁰⁸⁸/₀₁
and
Aukland Aukland & Co

Owners

Murdoch & Murray
Port Glasgow
Barros & Levy, Manaos

Cargo

Coals Ballast and
12 Dynamo Brushes &c. v^d about £50

Insurance effected at

Glasgow
Lloyd's and companies } On Vessel

Glasgow } On Cargo

Latest Account

Sailed from Greenock for
Para via Madeira, on the 8th Feby
1901.

See London paragraph in Lloyd's
List of March 25

Crew:— 12.

Apprentices nil

Number of Days out

53 to 74 81

REMARKS.

Interested as broker for hull.

Interested as Agents for Mess^{rs} A. S. Henry & Co. Ltd.

Until delivery at Para. Registered owners are Barros & Levy.

Vessel was intended for traffic on the River Amazon.

Mess^{rs} Aukland Aukland & Co write that Mess^{rs} A. S. Henry & Co who acted for Mess^{rs} Barros & Levy had paid ^{the Builders} for steamer £5000, and in addition £600 for delivering at Para. ⁷⁸¹⁴/₀₁

Mess^{rs} Wright Johnston Mackenzie & Rosburgh, Solicitors of Glasgow, request Committee not to act upon application of Murdoch & Murray as they are not the owners of the steamer, which was registered at the Brazilian Consulate at Glasgow in the name of Mess^{rs} Barros & Levy, to whom an application form has been sent. ⁷⁹⁰⁶/₀₁

MANICORE (s).—Greenock, Feb. 7, 2 15 p.m.—Manicore (s), which left Tail of the Bank on Jan. 19 for Para, returned to Port Glasgow on 2nd inst., having met with damage. She is expected to leave again to-morrow or Saturday.

L. L. Feb. 1901

GREENOCK sailed
Newington (s), Geddes
[Feb 7] Dunkirk
Manicore (s) [8] Para
(after repairs)

L. L. Feb. 9 1901

London, March 23.—The Manicore (s), which left the Clyde Feb. 8 for Para, is reported to have put into Dublin, and sailed about six weeks ago.

L. L. Mar. 25 1901

COMMITTEE'S DECISIONS.

Deferred 7 days - 3rd April 1901
Deferred - 10th April 1901
On Board - 24th April 1901
Posted missing - 1st May 1901

No. 2812/

Komet of *Calmar*, *A. Wedin* tons 229 gross 208 net.
Charlestown (Firth of Forth) for Trelleborg

Application submitted

3rd April 1901

REMARKS.

Subscribers making application

Matthews Wrightson & Co
 6942
 01

Owner

T. O. Johansson
Calmar

Cargo

Coal

"loaded a cargo of 284 tons ordinary steam coal
 ex *Bawdenbeath Colliery* ... The quality of the
 coal is reputed to be safe and not liable
 to give off gases that would lead to
 combustion" *Agt Burntisland* $\frac{7416}{60}$

Insurance effected at

Sjöförsäkrings föreningen Norrtälje On Vessel

Northern Insurance Co Ltd On Cargo

Latest Account

Sailed from *Charlestown*
Firth of Forth for *Trelleborg* on
 19th December 1900

Crew:— 7

Apprentices *nil*

Number of Days out

~~104~~ 111

COMMITTEE'S DECISIONS.

On Board
 Posted missing

3rd April 1901
 10th April 1901

No. 2813

Maraval of Dram, Madsen tons 1309 gross 1257 net
Mobile for Buenos Ayres

Application submitted

3rd April 1901

REMARKS.

Subscribers making application

Thos. Matheson ⁷⁴¹²

Interested as Broker

Owner

Brunsgaard Kjoesterud & Co
Dram

Cargo

Re-Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account

sailed from Mobile
for Buenos Ayres on the
21st August 1900 and was
spoken about the 4th Sept in
lat. 32 N. long. 77 W.

Crew:— 18

Apprentices nil

Number of Days out

22^{1/2} from sailing
210 " speaking

COMMITTEE'S DECISIONS.

Application not entertained

No. 2814

Lady Gladys, Jacobsen, of Tonsberg tons 1366 gross
1278 net
Sapelo and Darien (Ga) for Greenock

Application submitted

1st May 1901

REMARKS.

Subscribers making application

Henry D. Hayman ⁹²⁹¹Interested as Insurance Broker
to owners of cargo.

Owner Aktieselskabet "Lady Gladys"
(Alf Monsen)
Tonsberg

The letter accompanying the application is signed
by Emile Bentzen as authorized agent in
England for Ship Company Lady Gladys of
Norway, and owner of 15/16 of vessel.

Cargo

Wood goods

Insurance effected at

Uninsured

On Vessel.

Indemnity Mutual Marine }
Insurance Co. London } On Cargo

Latest Account

Sailed from Darien (Ga)
for Greenock on the
8th January 1901

Crew:—

18

Apprentices nil

Number of Days out

~~112~~ ~~140~~ 147

COMMITTEE'S DECISIONS.

Deferred one month - 1st May 1901
On Board - 29th May 1901
Posted missing - 5th June 1901

No. 2815

Lucerne(S) of St. John's N.F. Official Number 78612 Reed
Tons 1944 gross 1227 net
Ardrossan for St. John's N.F.

Application submitted

8th May 1901

REMARKS.

Subscribers making application

H. C. Holmwood 9538
01

Interested as broker for Owner.

Owner

A. Harvey & Co.
St. John's N.F.The cargo consisted of 2034 tons Splint Coal from
Lanarkshire Ballistics and 2 tons of Explosives, and
1 ton of Goods Agent Ardrossan

Cargo

Sundries, principally Coal.

LUCERNE (s).—London, Feb. 14.—Our St. John's
(Newfoundland) correspondent telegraphed yesterday:
—It is feared that the steamer Lucerne, with 30 souls
on board, has been totally lost off the coast. She was
owned by the Lucerne Steamship Company, of St.
John's (Newfoundland).—Times.
See St. John's under "Derelicts
and Wreckage."

L.C. Feb. 14 1901

Insurance effected at

Lloyd's and London companies } On Vessel

Lloyd's } On Cargo

St. John's (by Cable received Feb. 14).—Quantity of
wreckage has washed ashore at Old Perlican. There
were no marks on the wreckage to enable it to be identi-
fied positively, but presumed from Lucerne.—[See
Lucerne.]

" " 15 1901

LUCERNE (s).—London, Feb. 16.—A Central News
telegram from St. John's (N.F.), Feb. 15, states:—
To-day all doubt is set at rest as to the loss of the
British steamer Lucerne. Charred planks and cabin
doors show that the steamer caught fire at sea, and she
was undoubtedly making for the nearest port in flames,
when she struck on a reef during a fog and foundered.
Great quantities of wreckage are still being washed
ashore, but up to the present not a single body has been
found.

" " 16 1901

St. John's, N.F., Feb. 16.—The
steamer Lucerne, bound from Ardrossan for St. John's,
with a cargo of coal, was wrecked in Trinity Bay on the
3rd inst. The 24 persons on board were all lost. A
fragment of the steamer has been washed ashore and
identified as a portion of the Lucerne. All those on
board were natives of Newfoundland.—Reuter.

" " 18 1901

LUCERNE (s).—St. John's, N.F., Feb. 17.—Steamer
Ingraham has returned from Bacalien, having sighted
nothing which would identify the vessel believed to
be the steamer Lucerne from which wreckage has
been coming ashore for several days. Lightkeepers on
the island say they heard no signals, saw no steamer,
and have found no wreckage. At Holyrood part of a
deckhouse has come ashore. Iron beams picked up at
Leads Cove had name of "Dorman, Long and Co.,"
makers, on them. It is now doubted whether the whistle
heard 2nd could have been from the Lucerne, as that
vessel could hardly have reached the coast since date of
sailing from Ardrossan. The opinion is gaining ground
that the wreckage belongs to the Ivydene, which went
ashore last month, 15 miles south of Bacalien Island.—
[See issue of Feb. 22.]

" " 5 1901

St. John's, N.F., Feb. 21.—Steamer Ingraham has
returned from Bacalien, bringing, in addition to a quan-
tity of minor wreckage, two spars, which it is generally
believed did not belong to steamer Lucerne. As to the
other wreckage there is nothing to indicate that it came
from the Lucerne. The crew of the Ingraham insist
that some steamer was wrecked in the neighbourhood of
Bacalien, because all the heavy angle iron which was
found along the shore could not otherwise have got
there. Many mariners assert that all the wreckage
thus far found comes from the previously stranded
Ivydene.—[See issues of Feb. 22 and March 1.]

" " 8 1901

LUCERNE (s).—London, March 7.—Lucerne (s):
Following is extract of letter received:—On being
advised from Newfoundland that amongst the wreckage
picked up and presumed to have come from this
steamer were some angle irons, marked "Dorman,
Long and Co.," we communicated with the builders of
the vessel, Messrs. Laird Bros. (Limited), and they in-
form us that the angle irons used in the construction of
the steamer were all marked "Hopkin, Gilkes and Co."

Latest Account

Sailed from Ardrossan
for St. John's (N.F.) on the
24th January 1901.Crew:— 22.
Apprentices

Number of Days out

103—110

COMMITTEE'S DECISIONS.

On Board - 8th May 1901
Posted missing - 15th May 1901

No. 2816

Primus (steam trawler) of Bremen Peter's tons 185 gross
56 net.
Blyth for Iceland fishing banks

Application submitted

8th May 1901

REMARKS.

Subscribers making application

John A. Morrison 9864/01

Interested as Insurance Broker

Owners

The Deutsche Dampff. Gesell. Nordsee
Nordenham

Cargo

Insurance effected at

Lloyd's and in London } On Vessel

On Cargo

PRIMUS (s).—Nordenham, Feb. 7.—Anxiety is felt for the safety of the fishing steamer Primus, Peters, of Nordenham, which left Blyth on Jan. 12, after coaling, and also of the steamer Minister Janssen, which is considerably longer out than usual.—[See under Minister Jansen (s).]

L.L. Feb. 9 1901

PRIMUS (steam trawler).—London, March 8.—Owners state Primus (steam trawler) left Nordenham on Jan. 10 for Blyth, and after bunkering there left for the fishing grounds on Jan. 12. The master had instructions to arrive back at Nordenham by Jan. 28, but so far she has not turned up, and they fear she has not weathered the storm of 27th-28th of that month.

Mch. 9 1901

Latest Account

Sailed from Blyth for
the Iceland fishing grounds
on the 12th January 1901

Crew:— 11

Apprentices —

Number of Days out

115 122

COMMITTEE'S DECISIONS.

On Board — 8th May 1901
Posted missing — 15th May 1901

No. 2817

Dusseldorf(steam trawler) of Bremen. Tons 158 gross
42 net

Blyth for fishing grounds

Application submitted

8th May 1901

REMARKS.

Subscribers making application

John A. Morrison 9865
01

Interested as Insurance Broker

Owners

The Deutsche Dampffischerei
Gesells. Nordsee
Nordenham

Cargo

Insurance effected at

Lloyd's and London

On Vessel

On Cargo

DUSSELDORF (s).—London, April 11.—A communication from the owners states that the German steam trawler Dusseldorf is in all probability lost with all hands. She was last spoken by steam trawler Berlin, both being on their way home on March 1, and it is feared that during the prevailing hurricane the Dusseldorf was lost.

L.L. Apr. 11 1901

DUSSELDORF (s).—Geestemünde, April 29.—The steam trawler Elma, Bojar, which has arrived here from Iceland, reports having seen the wreck of a grey-painted steamer, about the size of a steam trawler, lying on the coast there. The funnel had been carried away. It is not improbable this wreck concerns the Nordenham steam trawler Dusseldorf, which vessel has not been heard of since February.

L.L. May 2 1901

Latest Account

Sailed from Blyth
for the fishing grounds on
the 19th February 1901 and
was spoken on the 1st March

Crew:— 11

Apprentices

Number of Days out

from sailing 77 84
speaking 67 74

COMMITTEE'S DECISIONS.

On Board — 8th May 1901
Posted Missing — 15th May 1901

Nor^{1st} of Hangesund, Fostenaes tons 2129 gross, 1357 net Moxen

Norfolk (la) for Shetlin (via Portland, Dor.)

Application submitted

8th May 1901

Re-submitted 15th May 1901

Subscribers making application

A. Bilbrough & Co

(per Roxburgh Currie & Co)

9889/10341
01 01

Owner

Et Actieselskab

E. H. Kongsbaven Manager

Hangesund

Cargo

Phosphate

Insurance effected at

Danskisassurancesforeningen Nora
and Bergen-Dampskibsassurancesforeningen

On Vessel

Antwerp
(Marboyc & Luth)

On Cargo

Latest Account

Sailed from Norfolk (la)
for Shetlin on the 11th March
1901

Messrs Roxburgh Currie & Co wrote
on 13th May that they had
covered £500 on profits in Lloyd's
and asking that vessel should be
posted as missing. 10341

Messrs Roxburgh Currie & Co wrote on
15th May that the insurance done on
profit was for £500 for the voyage from
Baltimore for Tampa and thence to Shetlin
at 20/- % and was effected on the
21st February 1901. 10451

Crew:- 23

Apprentices nil

Number of Days out

57 to 71 78

COMMITTEE'S DECISIONS.

~~Application not entertained~~

Deferred -

15th May 1901

On Board -

22nd May 1901

Posted missing -

29th May 1901

No. 2819

Manchesterof Liverpool, official number 99391, F. Clemens
Tons 3046 gross 2851 net
New York for Yokohama.

Application submitted

5th June 1901

REMARKS.

Subscribers making application

L. Hammond & Co.
116

Interested as Insurance Broker.

Owner

The Galgate Shipping Co. Ltd.
John Joyce & Co. Managers.
Liverpool

Cargo

124168 cases Oil
100 tons Stone ballast.

Insurance effected at

Lloyd's and elsewhere. } On Vessel

On Cargo

Latest Account

Sailed from New York
for Yokohama on the
23rd August 1900, and was spoken
on the 23rd September 1900. in
lat. 12 N. long. 29 W.

Crew:— 31

Apprentices 1

Number of Days out

from sailing ~~285~~ 292
" speaking ~~254~~ 261

COMMITTEE'S DECISIONS.

On Board — 5th June 1901
Ported missing — 12th June 1901

No. 2820

Piako of *Elsfleth* Tons 1117 gross 997 net.
Hurstede
Melbourne for Delagoa Bay

Application submitted

5th June 1901
Re submitted 12th June 1901

Subscribers making application

J. W. Robinson $\frac{11745}{12243}$
 01

on behalf of Mess G. F. Neame &
 the London agents of the assured
 (cargo)

Owner

J. E. Schapper
 Elsfleth

Owner's letter is enclosed with one
 from Agent Bremen $\frac{12191}{03}$

Cargo

Wheat

Insurance effected at

New Zealand Insurance Co. } On Vessel
 Policies payable in London }
 } On Cargo

Latest Account

Sailed from Melbourne
 for Delagoa Bay on the
 22nd November 1900

Lorenzo Marques, April 9, 11 30 a.m.—Piako sailed
 Nov. 22 last from Melbourne for Delagoa, not arrived
 here yet.

L.L. Apl. 10. 1901

The sailing date is given by Lloyd's Agent
 at Melbourne as Nov. 23.

Crew:—

16

Apprentices

Number of Days out

~~197~~ ~~200~~ 208

~~Application not entertained~~

COMMITTEE'S DECISIONS.

On Board — 12th June 1901
 Posted missing — 19th June 1901

No. 2821

Lidskjalf of Grimstad, Salvesen tons 513 gross 469 net
Boness for Berbice

Application submitted

12th June 1901

REMARKS.

Subscribers making application

Samuel R. Boag $\frac{12269}{01}$

Interested as Cargo Broker

Owner

J. E. Einersen
Grimstad

Cargo

Coal

"Vessel loaded 579 tons 14 cwt of
Messrs Wm Barr & Son's Splint coal
supplied from their Allanton and
Bellfield collieries.

Insurance effected at

The shippers of the coal were Messrs
Kerr Newton & Co Glasgow." Agent Leith $\frac{12769}{01}$

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from Boness
for Berbice on the
23rd January 1901

Crew:—

Apprentices

Number of Days out

~~139~~ ~~153~~ 160

COMMITTEE'S DECISIONS.

Deferred 14 days - 12th June 1901
On Board - 26th June 1901
Posted missing - 3rd July 1901

No. 2822

John M^cDonald

of San Francisco, Watts
Tons 2281 gross 2128 net.
Baltimore for San Francisco

Application submitted

19th June 1901

REMARKS.

Subscribers making application

David Willis ¹²⁴⁵⁰/₈₁

Interested as Broker

Owner

California Shipping Co
W. E. Mighell, Manager
42, Market Street
San Francisco

Cargo

Coal

"Cargo consisted of 2711 tons of soft Bituminous Coal from Georges Creek Region and, we presume, its character is like most of the coal shipped from this port for San Francisco" Agents San Francisco ¹³⁵⁹⁶/₀₁

Insurance effected at

None

On Vessel

JOHN M'DONALD.—London, June 14.—The following is from the *New York Maritime Register*, June 5:—San Francisco, June 2.—From a letter from Captain Lewis, of the ship *Elwell*, at Newcastle, Australia, it is learned that the missing American ship John M'Donald was sighted a few hundred miles SW of San Francisco, Jan. 13, and that she signalled the ship was on fire. It is believed that she blew up, and all hands were lost.

L.L. June 15th 1901Lloyd's and Company
and San Francisco

On Cargo

JOHN MACDONALD.—San Francisco, June 3.—Abstract of letter received (by Mr. W. E. Mighell) from Captain Ellis, of ship *Elwell*, at Newcastle (N.S.W.) dated April 27:—I see by the papers that the ship John MacDonald is missing; I was speaking to the captain of the British barque *Adderley*, and he told me that he spoke the ship in lat. 36 N, long. 134 W, and exchanged numbers with him: he said he was from Baltimore to San Francisco. This was on Jan. 16. The wind was strong N.N.E. After the captain signalled he was from Baltimore he hoisted two flags, which the captain of the *Adderley* made out to be N. M.—meaning ship on fire—but he did not stop, and as the two ships were going in opposite directions they were soon out of sight of each other. I should think from this that she blew up, and the crew never had a chance to leave her.—*San Francisco Daily Commercial News and Shipping List*.

L.L. June 17 1901

Latest Account

Sailed from Baltimore for San Francisco on the 18th Sept. 1900 and was spoken on the 6th December 1900 56 S. 68 W, also on 16th January 1901 in lat. 36 N. long 134 W.

Crew:— 27

Apprentices

Number of Days out

from sailing ~~273~~ 280
speaking ~~194~~ 201

COMMITTEE'S DECISIONS.

On board 19th June 1901
Posted missing 26th June 1901

No. 2823

Aladdin

of Liverpool, Rutter, Tons 1689 gross 1582 net
 Official No 91194
 Java for Sydney N.S.W.

Application submitted

19th June 1901

REMARKS.

Subscribers making application

L.W. Hammond 12815
 1901

Interested as Broker

Owner

The ship Aladdin & Co
 John R. Haws & Co (Managers)
 16 South Castle St
 Liverpool

Cargo

Sugar

2384 Tons Dry Sugar

Insurance effected at

Liverpool & London

On Vessel

On Cargo

Latest Account

Sailed from Java for
 Sydney N.S.W on the 6th November 1900
 and passed Goode Island on the
 7th January 1901.

Crew:— 22

Apprentices 1

Number of Days out

from sailing 224 231
 " passing 162 169

COMMITTEE'S DECISIONS.

On board 19th June 1901
 Posted missing 26th June 1901

Liverpool, April 16.—Aladdin: It is stated that this ship being unable to get a pilot off Goode Island, turned westward, and will round Cape Leemoin (? Cape Leewin).—Liverpool paper.]

ALADDIN. — Goode Island, April 23, Noon. — Aladdin not returned, took NE passage from here. No further information can be obtained.—[Memo.: The above is in reply to the following inquiry cabled yesterday to Lloyd's signal station at Goode Island:—Did Aladdin return westwards, what route did she take, have you any further information?]

L.C. Apr. 16. 1901

23 1901

No. 2824

Golden Fleece

of London, official number 60942.
 Nicholas Way, Tonnage 520 gross 500 net.
 Mauritius for St Brandon

Application submitted

26th June 1901

REMARKS.

Subscribers making application

John L. Auckland

Interested on behalf of
Captain's wife.

Owners

Captain Nicholas Way and
 Henry Ellis
 4 St Mary Ase
 London E.C.

Cargo

Ballast

Insurance effected at

Nil

On Vessel

Insurance on Captain N. Way's life
 effected with the Marine & General
 Insurance Company.

Nil

On Cargo

Latest Account

Sailed from Mauritius for
 St. Brandon on the 22nd December
 1900, and was off St. Brandon on
 the 10th January 1901

Crew:— 14

Apprentices

Number of Days out

from sailing +85 192
 off St Brandon +66 173

COMMITTEE'S DECISIONS.

On Board.

26th June 1901

Posted missing

3rd July 1901

GOLDEN FLEECE.—Mauritius, Feb. 12.—The barque Golden Fleece, of London, Way, sailed hence on Dec. 22 for St. Brandon. A telegram has been received here stating that this vessel parted her cables off St. Brandon Jan. 10, at the beginning of the cyclone, and up to Jan. 23 she had not been heard of. Considerable anxiety is felt.

L. L. March 11, 1901

GOLDEN FLEECE.—Mauritius, Feb. 22.—There is an unconfirmed report that the Golden Fleece has put into some port in Madagascar in distress. At the time the vessel parted her chains she had only some 30 tons of ballast on board.—[See issue of March 15.]

L. L. .. 25, 1901

GOLDEN FLEECE.—London, April 1.—With reference to the report from Mauritius that the Golden Fleece had put into some port in Madagascar in distress (see issue of March 20), the following telegram was sent to Lloyd's Agents at Tamatave:—"Telegraph whether Golden Fleece safe." To this message Lloyd's Agents reply as follows:—"Tamatave, March 20, 3 40 p.m.—No news Golden Fleece."

L. L. Apr. 1, 1901

No. 2825

Hoffnung of Oldersum, Buisker tons 268 gross 237 net
 Rhyl & Holyhead for Richibucto

Application submitted

3rd July 1901

REMARKS.

Subscribers making application

Gillespie Cross & Co ¹³¹⁵²/₀₁

Interested as Agents for Bahr Behrend & Co of Liverpool.

Bahr Behrend & Co personally have no interest in the vessel and act out of friendship for the owner. ¹³⁷¹⁰/₀₁

Owner

Joh. Wumkes
Oldersum

Cargo

Ballast ¹³⁷¹⁰/₀₁

Insurance effected at

On Vessel

On Cargo

Latest Account

Sailed from Holyhead
for Richibucto on the 10 Aug
1900

HOFENUNG.—Oldersum, Oct. 25.—Anxiety is felt for the safety of the vessel Hoffnung, of Oldersum, Buisker, which left Holyhead on Aug. 10 for Richibucto (N.B.).

L.L. Oct 30 1900

Crew:—

7

Apprentices

Number of Days out

326

COMMITTEE'S DECISIONS.

Application not entertained
 No insurance in the United Kingdom

No. 2826

Bertha of Bremen, Brunings Tons 3057 gross 2905 net
Wei-hai-wei for Portland (C.)

Application submitted

31st July 1901

REMARKS.

Subscribers making application

H. B. Seagwick & Co.

Owner

D. H. Wägen & Co.
Bremen

Cargo

Ballast

1700 tons

Insurance effected at

Hamburg

On Vessel

On Cargo

Insurance on freight profit effected
at San Francisco

Latest Account

Sailed from Wei-hai-wei
on the 24th October 1900 for
Portland (C.)

Bremen, Jan. 22, 1 50 p.m.—Captain Freese, of German ship Willkommen, reports from Astoria, under date Dec. 31, as follows:—Bremen ship Bertha has pilot since 15 days and cannot enter.

London, Jan. 23.—In reply to inquiry if any confirmation that Bertha took pilot about Dec. 16, reply from San Francisco states:—Bertha not spoken or reported this coast.—[See Bremen paragraph.]

BERTHA.—Bremen, Jan. 22.—The owners of the Bertha state this evening that their New York firm have received a telegram from Astoria to the effect that the report of Captain Freese, of the Willkommen, is most probably without foundation.—[See Bremen and London paragraphs under "Miscellaneous."]

L. L. Jan 23 1901

24 1901

Crew:— 31

Apprentices

Number of Days out

279

COMMITTEE'S DECISIONS.

Application not entertained
No insurances in the United Kingdom

No. 2827

Linwoodof Maitland N.S., Douglas Tons 1264 gross 1195 net
Official number 90.473
Manila for Delaware Breakwater

Application submitted

14th August 1901

REMARKS.

Subscribers making application

Hogg & Robinson $\frac{16454}{01}$ →Harry Weston $\frac{16050}{01}$ J. H. M. Hobbs $\frac{16434}{01}$

Owner

Alexander Roy (M.O.)
Maitland N.S.Interested as Brokers on Increased value &
Commissions on Cargo insured at Lloyd's
Interested as representative of Owners
London Agents.
Interested on behalf of agent for the owners of the
cargo.

Cargo

Kemp (8140 bales)
+ 270 tons of gravel ballast

Insurance effected at

Lloyd's

Abroad

} On Increased Value
} & Commissions on Cargo.

On Vessel

New York B. with the Atlantic
Mutual Ins^{co}

On Cargo

Latest Account

Sailed from Manila
on the 15th November 1900 for
Delaware BreakwaterOwner states vessel sailed Nov 16
Agents list states sailed for New York.

Crew: - 15

Apprentices

Number of Days out

~~270~~ 277

COMMITTEE'S DECISIONS

On Board.
Posted missing14th Aug. 1901
21st Aug. 1901

No. 2828

Rydalmere of Liverpool. Official Number 70908
 Williams tons 1270 gross 1166 net
 Marseilles for Melbourne

Application submitted

14th August 1901

REMARKS.

Subscribers making application

E. Capel-Cure

Interested as Broker

Owner

W. Rowden & Co.
 17 Water Street
 Liverpool

Cargo

1800 tons building materials principally
 tiles

Insurance effected at

Liverpool & London

On Vessel

On Cargo

Latest Account

Sailed from Marseilles
 for Melbourne on the 8th
 March 1901 and was spoken
 on 19th March 1901 in lat. 36° 31' N.
 long. 2° 16' W on beam end.
 Crew: 21

Apprentices 4

Number of Days out

from sailing +58 165
 speaking +47 154

RYDALMERE.—Gibraltar, March 22, 1 p.m.—
 British steamer Robert Harrowing reports having
 sighted at 4 p.m., March 19, lat. 36 N, long. 2 W,
 British barque Rydalmere, of Liverpool, on her beam

ends, all masts standing, only foretopmast staysail set.
 Stood by her all night, blowing a westerly gale, day-
 light set in failed discover Rydalmere.

RYDALMERE.—London, March 28.—The Robert
 Harrowing (s), arrived at Gibraltar, reports:—On
 March 19, at 4 30 p.m., sighted a vessel bearing NNE,
 distant about two miles, apparently in distress; bore
 down on her at 5 p.m., being then close to the said
 vessel, lat. 36 31 N, long. 2 16 W. She proved to be the
 barque Rydalmere, of Liverpool, on her beam ends with
 her head to the SSW. All masts were standing.
 Nothing but the foretopmast staysail set. We signalled
 to know if they wanted assistance, they replied: "Yes,
 will you take us in tow?" Asked if they wished to
 abandon, they answered "Yes." Replied that we
 would stand by them. It was then blowing a whole
 gale from the west with a very high sea, and night
 coming on we could not render any assistance. We
 remained near or around their supposed position all
 night, they having no lights out. When daylight set in
 we failed to discover any trace of the barque, therefore
 we proceeded on our voyage, the gale continuing
 throughout the night with same force and high sea.

March 23, 1901

28, 1901

COMMITTEE'S DECISIONS.

On Board — 14th Aug 1901
 Posted missing 21st Aug 1901

No. 2829

County of Haddington of Glasgow, Official
 Number 80432, *Mr Donald* tons 1943 gross 1865 net.
 New York for Shanghai

Application submitted

25th Sept. 1901

REMARKS.

Subscribers making application

S. B. Peech ^{1891/6}₀₁

Interested as Broker on Hull & Freight

Owner

R. & J. Craig
163 West George Street
Glasgow

Cargo

Oil in cases and
125 tons Stone ballast

Insurance effected at

Lloyd's & Companies

On Vessel

Lloyd's & Companies

On Cargo

Latest Account

Sailed from New York
for Shanghai on 2nd February 1901.

Crew:— 21

Apprentices 6

Number of Days out

~~234~~ ~~241~~ 255

COMMITTEE'S DECISIONS.

On the Board - 25th September 1901
 Posting deferred - 14 days - 2nd October 1901
 Posted missing - 16th October 1901

No. 2830

Trevillay

of Glasgow Official Number 181672
 Meters, Tons 1252 gross, 799 net
 Castro for Glasgow

Application submitted

23rd October 1901

REMARKS.

Subscribers making application

A. H. Poole _{20 50 5}₀₁

Interested as Broker

Owner

William S. Miller
 109 Kape Street
 Glasgow.

Cargo

Iron ore

About 1750 tons

Insurance effected at

Partly Lloyd's, London & Liverpool Co } On Vessel

Partly uninsured £3000

Lloyd's

On Cargo

Latest Account

Sailed from Castro
 for Glasgow on the 28th Sept. 1901

Crew:—

18

Apprentices

Number of Days out

24 31

COMMITTEE'S DECISIONS.

Deferred one week

23rd Oct 1901

On board

30th Oct 1901

Posted missing

6th Nov^r 1901

No. 2831.

Cambrian King of Liverpool Official Number 97823

*A Jones, tons 1718 gross 1638 net
Shields for Cape Town*

Application submitted

30th October 1901.

REMARKS.

Subscribers making application

E. S. Holman 21219
21

Interested as Agent

Owner

Ship "Cambrian King" Ltd.
Robert Owen & Co (Managers)
19 Oldhall Street Liverpool

Cargo

South Pelaw Coal

2629 Tons

Insurance effected at

Lloyds & at Liverpool

On Vessel

On Cargo

Latest Account

Sailed from Shields
for Cape Town on the 21st May 1901.
and was off Wick on the
26th May 1901.

Crew:—

24

Apprentices

3

Number of Days out

from sailing ~~161~~ 175 182
off Wick ~~156~~ 170 177

COMMITTEE'S DECISIONS.

Deferred 14 days
On Board
Posted missing

30th Oct 1901
13th Nov 1901
20th Nov 1901

CAMBRIAN KING.—Noup Head, Westray, Orkney, Aug. 6.—A piece of board, with the name Cambrian King on it, has washed ashore near here.

CAMBRIAN KING.—Liverpool, Aug. 27, 4 50 p.m.—Cambrian King, Tyne for Table Bay: Owners of Cambrian King have communicated with Captain Hansford, her late master, with reference to report of Lloyd's Agent at Kirkwall reporting the inside of board washed ashore being painted blue, and Captain Hansford wires that the inside of ship's wheel-box was painted blue. Owners further state that Lloyd's Agent at Kirkwall is sending them the board by steamer.

Liverpool, Aug. 27.—The name on the board reported from Noup Head, Westray, marked "Cambrian King," was sent to Kirkwall yesterday. It is of teak, 6 feet 10 inches in length, cut letters, and has been painted white, while on the other side it was painted blue. It appears to have been fixed inside a vessel. A part of both edges is away. The letters are five inches broad. The board has been some time in the water.—[See issue of Aug. 16.]

Kirkwall, Sept. 26, 4 25 p.m.—Raff or a nameboard, supposed to belong to Cambrian King, was picked up at Backaskail, Sanday, on the 9th inst.; also nameboard marked "Ocean" has been picked up at Sanday.

CAMBRIAN KING.—Stornoway, Sept. 28, 10 45 a.m.—Lifebuoy marked "Cambrian King, R.O. and C." washed ashore west coast North Uist.

13th Aug 190128th Sept 190127th Sept 190128th Sept 19011st Oct 1901

No. 2832

Glenbreck of Raumo, Russia - Carenius -
Tons 1844 gross 1760 net
Type for Valparaiso

Application submitted

6th November 1901

REMARKS.

Subscribers making application

Herbert Grosfield
21887
01

Interested as an Underwriter

Owner

J.W. Söderlund
Raumo

Cargo

3003 Tons West Hartley
Main Coal

Insurance effected at

Russia

On Vessel

Lloyds & Companies

On Cargo

Latest Account

Sailed from the Type
for Valparaiso on the 18th May 1901.
and passed Drungness on the 22nd
May 1901

Lamburg, Nov. 12.—The barque Potosi, Hilgendorf, from Iquique, reports:—On Sept. 19, in lat. 27° 38' S, long. 24° 6' W, passed a large vessel, apparently a four-masted barque, burnt out, lying with a list to starboard. All the woodwork was burnt and the lower hold from forward to aft was still aglow, only a little smoke rising. The mizenmast and apparently the mainmast were still on the wreck. They were painted white. The colour of the hull and the name of the vessel could no longer be recognised. Part of a donkey boiler still stood amidships, and there was a suction ventilator near the stern. Nothing could be seen of boats or crew. The wreck is very dangerous to navigation, being in the track of vessels coming from the Horn, and will drift a long time after the fire is extinguished.

Crew:— 25

Apprentices —

Number of Days out

from sailing ~~+77~~ ~~+99~~ 206
" passing ~~+67~~ ~~+95~~ 202

COMMITTEE'S DECISIONS.

Deferred one month 6th Nov. 1901
On Board. 4th Dec. 1901
Posted missing 11th Dec. 1901

No. 2833

Craignair of Auckland, official number 70909 Murdoch
 Tons gross 620 net 601
 Noumea for Philadelphia & New York

Application submitted

19th Nov. 1901 A.C.
 20th Nov. 1901

REMARKS.

Subscribers making application

John B. Wimble 22543₀₁

Interested as Insurance Broker on
 Freight & Hull.

Owner

Arnold Cheney & Co.
 158 Water Street
 New York

Cargo

Ore

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from N'go Bay
 (New Caledonia) on the 4th April 1901
 for Philadelphia and from
 Noumea on the 5th April 1901

Crew:— 12

Apprentices

Number of Days out

from N'go Bay

~~228~~ ~~229~~ 236

On Board by A.C. -

19 Nov. 1901

" Noumea

~~227~~ ~~228~~ 235

On Board by Committee -

20 Nov. 1901

Posted missing

27 Nov. 1901

COMMITTEE'S DECISIONS.

No. 2834

Huelva ^{1st} of Oldenburg, Sandersfeld 437 tons gross 267 net
St Ubes for Maassluis

Application submitted

REMARKS.

27th Nov. 1901

Subscribers making application

Chas. E. Lloyd

Interested as having effected insurance on Wine

Owner

Oldenburg Portugiesische Dampf.
Rheider
Oldenburg

Cargo

Salt & Wine

Insurance effected at

Lloyd's

On Vessel:

part
On Cargo

Latest Account

Sailed from St Ubes
for Maassluis on the
18th September 1901.

HUELVA (s).—Oldenburg, Oct. 9.—The steamer Huelva, which left St. Ubes on Sept. 18 for Vlaardingen, has not yet arrived at the latter port.

L.L. Oct. 14 1901

Crew:—

11

Apprentices

Number of Days out

69 76

COMMITTEE'S DECISIONS.

On Board - 27th Nov. 1901
Posted missing - 4th Dec 1901

No. 2835

County of Lancaster

1st of Glasgow
Official number 87975, Murray tons 203 gross 98 net
Ayr for Dundalk

Application submitted

4th Dec. 1901

REMARKS.

Subscribers making application

Dumas & Wyllie Ltd

Interested as having effected insurances on Steamer

Owner

Archibald Stewart
7 Royal Bank Place
Glasgow

Cargo

Coal

Agent at Troon writes in answer to an enquiry that the cargo consisted of 179 tons large screened hard coal and 65 tons common quality of dress, both from Auctincruive Colliery Annbank, near Ayr. 23799
01

Insurance effected at

Lloyds and elsewhere.

On Vessel

On Cargo

Latest Account

Sailed from Ayr
for Dundalk on the
11th November 1901.

COUNTY OF LANCASTER.—London, Nov. 15. —County of Lancaster: Following received from Glasgow, dated Nov. 14:—Owner has received the following wire:—Man washed ashore in small boat here to-day; docket found on body showing consignment of lime from Rathlin Limestone Company to Messrs. M. R. and Co., Glasgow, or to their order at Irvine; signed for the company, David Galloway. Description of man: About 60 years, shaven face, grey moustache, bald, 5 feet 8 inches high, wore old brown tweed trousers and vest, blue jersey, lace toe-capped boots. Wire if his relatives are known, Seagrecht, coastguard, Greystones, co. Wicklow. Owner is afraid this is County of Lancaster.

L.L. Nov-15 1901

Crew:— 8

Apprentices

COUNTY OF LANCASTER (s). — London, Nov. 15.—A Press Association telegram states:—It is feared in Glasgow that steamer County of Lancaster, which left Ayr for Dundalk, Ireland, on Tuesday in height of gale, has been lost. The owners have to-day received a telegram stating that the body of Captain Murray, the skipper, has been washed ashore off County Wicklow. The crew numbered eight, and all belonged to the north of Ireland.

L.L. Nov-16 1901

COMMITTEE'S DECISIONS.

On Board

Posted missing

4th Dec 190111th Dec 1901

Number of Days out

~~22~~ 29

No. 2836

Aden (steam trawler) of Hull Official Number 102950 Knowles
Tons 139 gross 61 net.
Hull for North Sea fishing

Application submitted

11th December 1901

REMARKS.

Subscribers making application:

Fred Finch ²⁴⁵⁹⁸/₀₁Interested as a member of the
Firm of Brokers effecting the
Insurance.

Owner

Hull Steam Fishing & Ice Co. Ltd.
Hull

Cargo

Bunker coal

Insurance effected at

Lloyd's & English Boys

On Vessel.

On Cargo

Latest Account

Sailed from Hull for
North Sea fishing on the 16th
October 1901 and was seen on
the 15th November 1901

ADEN (steam trawler).—London, Nov. 26.—Fears
are entertained for the safety of the Hull steam trawler
Aden, owned by the Hull Steam Fishing and Ice Com-
pany. The vessel left Hull to join the Red Cross fleet
on Oct. 16, and fished with the fleet until Nov. 15, when
she left, her skipper saying that he would have one
night's fishing on the Dogger Bank. Since she left the
fleet nothing has been heard or seen of the Aden, and
she should have reached Hull on the "14th" inst.—
Morning Post.

L.L. Nov. 26 1901

Crew:— 9

Apprentices

Owners state that latest information they
have is that she put fish on board the
'Europa' (fish carrier) on 12th Nov. in lat 56° 30'
long. 2° 40' E. ²⁴⁵⁹⁸/₀₁

Number of Days out

from sailing ~~55~~ ~~71~~ 76
" speaking ~~25~~ ~~41~~ 46

COMMITTEE'S DECISIONS.

Deferred 14 days - 11th Dec. 1901
On Board - 27th Dec 1901
Posted missing - 1st January 1902

No. 2837

Triumph of Goole, Official Number 62256, Pearson, reg. tonnage 67
London for Leith

Application submitted:

17th Dec 1901 A.C.
18th Dec 1901

REMARKS.

Subscribers making application

Akroyd & Hyslop ^{24/11/01}

Interested as having accepted the insurance on the cargo.

Owner

Richard Hickman
Goole

Cargo

147 tons
Hearthstone and
Fullers Earth

Insurance effected at

On Vessel

Merchants Marine Ins Co.

On Cargo

Latest Account

Sailed from London
for Leith on the 10th November
1901

TRIUMPH.—Hull, Nov. 14.—It is feared that the ketch Triumph, of Goole, 67 tons register, owned by Mr. Hickman, of Goole, has become a total loss. A wire was received in Goole on Wednesday afternoon that the stern of a boat, bearing the name "Triumph, of Goole, George Drakes," had been washed up at Redcar.

L.L. Nov 16/1901

Mem: This paragraph was extracted from the "Hull Daily News" of Nov. 14, 1901.

Crew:— 5

Apprentices nil.

Number of Days out

~~36~~ ~~37~~ ~~51~~ 55

COMMITTEE'S DECISIONS.

Deferred 14 days by A.C. 17 Dec 1901
Confirmed by Committee 18 Dec 1901
On Board — 1st Jan 1902
Ported missing — 8th Jan 1902

No. 2838

Mesacria 151 Tons, of Rotterdam, 414 tons gross
248 net
Rotterdam for Middlesbrough

Application submitted

18th Dec. 1901

REMARKS.

Subscribers making application

Theo. Uzielli ^{252 2/6}₀₁

Interested as broker and underwriter.

Owner

W. H. Müller & Co
Rotterdam

Cargo

Bills, Sheetbars Plates and General

Insurance effected at

Rotterdam & Continental
Insurance Co.

On Vessel.

Lloyd's

On Cargo

Latest Account

Sailed from Rotterdam
for Middlesbrough on the
28th November 1901.

Crew:— 13

Apprentices

Number of Days out

~~19~~ ~~28~~ 33

COMMITTEE'S DECISIONS.

Deferred 7 days — 18th Dec. 1901
On Board — 27th Dec. 1901
Posted missing — 1st Jan 1902

MESACRIA (s).—Rotterdam, Dec. 4.—The Dutch steamer Mesacria, which left this port on Nov. 27 for Middlesbrough has not yet arrived.

Amsterdam, Dec. 5.—Two ship's boats, unmarked, one painted white and the other black, have washed ashore at Noordwijk-on-Sea.

MESACRIA (s).—Rotterdam, Dec. 9, 8 11 p.m.—Boat washed ashore Noordwijk identified belonging Mesacria.—[See issue of Dec. 6.]

MESACRIA (s).—Rotterdam, Dec. 10.—The black boat which washed ashore at Noordwijk-on-Sea has been recognised by the former master of the steamer Mesacria as coming from that vessel. The boat, when picked up, was full of water, but had no oars in it. The painter was cut or broken off a short distance from the stem, from which it is supposed the boat had been launched.—[See Amsterdam under "Derelicts and Wreckage," in issue of Dec. 7.]

MESACRIA (s).—Rotterdam, Dec. 11.—The steam trawler Friedrich Albert, which arrived at Geestmunde yesterday, picked up on Nov. 29, in lat. 52°31' N, long. 2°45' E, two boat oars, one marked "V & Co., Rotterdam," the other unmarked, with a copper band on the lower end. Also a round white basket, without lid, marked "TF*M." In the vicinity there was much wreckage, including baskets, apples, onions, straw-envelopes, a teakwood cupboard, &c. It is known that the steamer Mesacria had on board 101 baskets apples with the above marks, whilst onions, straw-envelopes, &c., also formed part of the cargo. The trawler saw no bodies.

L.L. Dec. 6, 1901

" " 7, 1901

" " 10, 1901

" " "

" " 13, 1901

No. 2839

Zwei Gebruder of Dornumersiel, Germany Tuls
 Tonnage 88 gross 75 net
 London for Boness

Application submitted

15th Jan. 1902

Subscribers making application

R. C. Shaw $\frac{827}{02}$

REMARKS.

Interested as Broker

Owner

B. Tuls
Dornumersiel

Cargo

Scrap Iron

Insurance effected at

Abroad

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from London
 for Boness on the 9th
 November 1901, and was
 reported to have passed the
 sunk lightship on the 10th Nov 1901

Crew:— 4

Apprentices

Number of Days out

66 73

COMMITTEE'S DECISIONS.

On Board - 15th Jan. 1902
 Ported missing - 22nd Jan. 1902

Dornumersiel, Dec. 2. — The iron three-masted schooner, built last year for Tuls Bros., of this port, which left London on Nov. 9 for Boness, under the command of Captain Abraham Tuls, has not yet reached her destination.

ZWEI GEBRUDER.—Boness, Dec. 6, 4 p.m.— Name of vessel in question Zwei Gebruder. Not arrived.—[See Dornumersiel under "Miscellaneous" in issue of Dec. 6.]

L. L. Dec 6 1901

- 7 1901

No. 2840

Franklin 151 of Glasgow, Official Number 96064, Strapp
Tons 1793 gross 1139 net
Penarth for Malta

Application submitted

21st Jan. 1902 a. c.

REMARKS.

Subscribers making application

Arthur E. Carey

Interested as Broker

Owner

Ballingall & Co
104 West George Street
Glasgow

Cargo

Coal
(for the British Government)

Agent Cardiff in reply to an enquiry writes:— "She was loaded with Hill's Plymouth Merthyr & Smokeless Steam Coal, which is considered free from spontaneous combustion" ^{15th 01}

Insurance effected at

Lloyd's and Companies

On Vessel

On Cargo

Latest Account

Sailed from Penarth
for Malta on the 10th December 1901
Lloyd's List gives sailing date as 11th December
but Bill of Lading states vessel sailed on the 10th Dec

Crew:— 21

Apprentices nil

Number of Days out

41 42 49

London, Jan. 3.—Franklin (s), Penarth, Dec. 11, for Malta: In reply to inquiry asking for latest news of the above steamer, the owners telegraph from Glasgow, Jan. 3, 10 25 a.m., as follows:—Have no tidings of Franklin since she left Penarth.

L. L. Jan 3, 1902

BASUTO (s).—London, Jan. 22.—The owners of Basuto (s) advise that they hear that the steamer Gibraltar, just returned to London, reports having been in company with Basuto (s) and Franklin (s) on Dec. 13 when entering the Bay of Biscay. During the night of Dec. 13 the steamer Gibraltar encountered a fearful gale, which the captain described as the worst he has ever experienced. On morning of 14th the steamer Gibraltar had lost the company of Basuto and Franklin, and neither of these vessels was again seen.

.. 23. 1902

BASUTO (s).—London, Jan. 27.—The following is extract of letter received by the owners of the Franklin (s) with reference to the report that the Gibraltar (s) had been in company with the Basuto (s) and Franklin (s) when entering the Bay of Biscay on Dec. 13 (see issue of Jan. 23):—"We at once went round to the owners of Gibraltar (s), and learnt from them that the alleged report was incorrect, and probably arose through a misunderstanding. They say captain positively stated that he did not see either boat."

.. 27. 1902

On Board by Committee
posted missing

DECISIONS.

21st Jan 1902
22nd Jan 1902
29th Jan 1902

No. 2841

Basuto 151 of London, Official Number 99072 Drummond,
Tons 2742 gross 1764 net
Manchester for Bussorah

Application submitted

21st Jan. 1902 A.C.

REMARKS.

Subscribers making application

A. Howden & Co.
1847

Interested as Insurance Brokers

Owner

Bucknall Steamship Lines
(Bucknall Bros, Managers)
London.

Cargo

General merchandize

Insurance effected at

Lloyd's & Companies

On Vessel

Lloyd's & Companies

On Cargo

Latest Account

Sailed from Manchester
for Bussorah on the 9th
December 1901, and passed
Anglesey on the 11th December 1901

Crew:— 57

Apprentices

BOTTLE PICKED UP.

London, Feb. 1.—Our Ostend correspondent telegraphed last night that a bottle had been washed ashore during the afternoon containing this note:—S.S. Basuto: Ship sinking; fore (? four) boats overboard. No time for more. Deacons (? drowned) Captain Drummond.—Daily Mail.

L.L.

Feb. 1902

Number of Days out

from sailing ~~42~~ ~~43~~ ~~50~~ 57
" passing ~~40~~ ~~41~~ ~~48~~ 55.

BASUTO (s).—London, Jan. 2.—Following telegram was received from Captain Drummond, of Basuto (s), Dec. 11, handed in at Penysarn (Anglesea). Sailed 10th (from Manchester Canal), delayed heavy gale.

BASUTO (s).—London, Jan. 2.—Basuto (s): Manchester, Dec. 9, Bussorah:—In reply to telegram asking whether the above steamer had arrived at Port Said, Lloyd's Agents telegraph Jan. 1, 6 15 p.m., as follows:—Has not arrived. We have no tidings of her.

BASUTO (s).—London, Jan. 22.—The owners of Basuto (s) advise that they hear that the steamer Gibraltar, just returned to London, reports having been in company with Basuto (s) and Franklin (s) on Dec. 13 when entering the Bay of Biscay.

During the night of Dec. 13 the **BASUTO** (s).—London, Jan. 27.—The following is extract of letter received by the owners of the Franklin described as the worst he has ever (s) with reference to the report that the Gibraltar (s) had been in company with the Basuto (s) and Franklin (s) morning of 14th the steamer (s) when entering the Bay of Biscay on Dec. 13 (see issue of Jan. 23):—"We at once went round to the owners of Gibraltar (s), and learnt from them that the alleged report was incorrect, and probably arose through a misunderstanding. They say captain positively stated that he did not see either boat."

COMMI

Deferred 7 days by v. e.
Deferred 7 days by b. t. e.
On Board
Ported missing

21 Jan. 1902

22 Jan. 1902

29 Jan. 1902

5 Feb. 1902

No. 2842

Challenge

of Fowey. Official Number 63962, J. Vincent.
Tons 86 gross 79 net
Oporto for St. John's N.F.

Application submitted

29th Jan 1902

REMARKS.

Subscribers making application

E. J. Lamplough & Co.
Messrs Mackinnon & Co.
2474

Interested as Insurance Broker
on Freight & outfit.

Owner

J. Stephens
Par

Cargo

100 tons ballast &
a few casks wine

Insurance effected at

Par & London

On Vessel.

Unknown

On Cargo

Latest Account

Sailed from Oporto for
St. John's N.F. on the 27th Aug.
1901.

Crew:— 5

Apprentices nil

Number of Days out

~~154~~ 161

COMMITTEE'S DECISIONS.

On Board —
Posted missing —

29 Jan. 1902
5 Feb. 1902

No. 2846

Excelsior of Malmo, Johansson Tons 437 gross 378 net
Byske for London

Application submitted

29th Jan 1902

REMARKS.

Subscribers making application

Fred Hall
29th Jan 1902

Interested as Broker for Cargo.

Owner

G. Sjöberg
Malmo

Cargo

Firwood

Insurance effected at

On Vessel

On Cargo

Lloyd's

Latest Account

Sailed from Byske (Göteborg)
for London on the 30th September 1901
and passed the Sound on the
28th October 1901

"Lloyd's List" states vessel sailed from
Byske on the 1st October 1901 for London
and passed Helsingborg on the
31st October 1901

Crew:— 10

Apprentices

Number of Days out

According to owner from slg. ~~120~~ ~~134~~ 141
" " Sound ~~92~~ ~~106~~ 113
" " L. L. " slg. ~~119~~ ~~133~~ 146
" " " Helsingborg ~~89~~ ~~103~~ 111

COMMITTEE'S DECISIONS.

Deferred 14 days - 29 Jan 1902
On Board - 12 Feb 1902
Ported missing - 19 Feb 1902

No. 2847

Mary & Ann of Goole, official number 58741, Watson
Registered tonnage 56.
London for Leeds

Application submitted

5th Feb'y 1902

REMARKS.

Subscribers making application

Walter F. Smith & Co^o
2539/2

Interested as Brokers

Owner

Captain Charles Eastwood
Aire Street
Knottingley

Cargo

Cement

Insurance effected at

Uninsured

On Vessel.

Lloyds

On Cargo

Latest Account

Sailed from the Thames (Swansea)
for Leeds on the 5th November 1901
and reported ^{to have been} passed near Cromer
on the 12th November 1901

MARY & ANN.—Hull, Nov. 18.—The Goole ketch Mary & Ann, from London, with a cargo of broken glass, is feared to have been lost with all hands. The vessel was passed last Tuesday in the vicinity of Cromer by the ketch Arrival, which has since reached Goole. The Mary & Ann was then in distress, and has not been seen or heard of since, and it is believed she foundered with her crew in Tuesday night's gale.—Hull Daily News.

L.L. Nov. 20, 1901

Crew:— 3

Passengers Apprentices 3

Number of Days out

~~91~~ 98 105

COMMITTEE'S DECISIONS.

Deferred for further enquiries - 5th Feb. 1902
On Board - 12th Feb. 1902
Posted missing - 19th Feb. 1902

No. 2848

Avenir of Sandefjord, Hermansen, Tonnage 320 gross, 298 net
Langesund for West Hartlepool.

Application submitted

5th Feby. 1902

REMARKS.

Subscribers making application

H. B. Sedgwick 27³⁷/₁₀₀

Interested as Broker on cargo.

Owner

L. E. S. Larsen
Sandefjord

Cargo

Timber

Insurance effected at

Unknown

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Langesund
for West Hartlepool on the
11th November 1901

Crew:— 8

Apprentices

Number of Days out

~~85~~ 99 106

COMMITTEE'S DECISIONS.

Deferred 14 days - 5th Feby 1902
On Board - 19th Feby 1902
Posted missing - 26th Feby 1902

No. 2849

Anglia of Christiania, C. Melsom Tons 1241 gross 1157 net
Newcastle N.S.W. for Panama.

Application submitted

12th Feby 1902

REMARKS.

Subscribers making application

Alfred Hawley ³³⁸²/₀₂

Interested as Broker.

Owners

J. Johanson & Co
Christiania

Cargo

Coal

Duckenfald coal

Insurance effected at

Union of Canton Insurance Co.
Tuton do

On Vessel.

On Cargo

Latest Account

Sailed from Newcastle NSW
for Panama on the 7th July 1901

London, Nov. 19.—Anglia, Newcastle (N.S.W.) for
Panama: Cable from San Francisco states:—Reported
she sailed on July 18.

L. L. Nov. 19, 1901

Crew:— 18

Apprentices nil

Number of Days out

219 226

COMMITTEE'S DECISIONS.

On Board - 12th Feby 1902
Posted missing 19th Feby 1902

No. 2850

Eglinton 1st of Glasgow, Official Number 99848 Short,
Tons 485 gross 217 net
Sunderland for Inverness.

Application submitted

19th February 1902

REMARKS.

Subscribers making application

J. S. Wackerbarth & Co^o
444/22

Interested as Brokers for Owners.

Owner

The Brunswick Shipping Co^o Ltd.
(H. C. Dickson & Co^o Managers)
Liverpool

Cargo

Coal

"This steamer loaded a full cargo of
"Tunstall Wallsend House Coal" from the
Ryhope Colliery." Lloyd's Agent Sunderland 444/22

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Sunderland
for Inverness on the 25th Jan.
1902.

Crew:— 11

Apprentices

Number of Days out

~~24~~ 31

COMMITTEE'S DECISIONS.

On Board — 19th Feb. 1902.
Posted missing — 26th Feb. 1902

EGLINTON (s).—Dundee, Jan. 31.—Great anxiety has been felt at Inverness for the safety of the steamer Eglinton, which for some time has been engaged in the coal-carrying trade between Sunderland and Inverness. The Eglinton left Sunderland on Saturday and was due at Inverness on Monday morning, but up till last night nothing had been heard of her at that port.—Dundee Advertiser.

L. L. Feb. 1. 1902

EGLINTON (s).—Newcastle, Feb. 3.—Yesterday morning a lifeboat, about 24 feet long, was found on the sea-shore at Bondicar, near Hauxley. In it was the body of a young man, who appeared to have been dead only a short time. On the boat the words "Eglinton, Glasgow" were painted, and it is feared that it belongs to the steamer that left Sunderland a few days ago.—

4 1902

DERELICTS AND WRECKAGE.

London, Feb. 6.—A telegram from Berwick says:—A considerable amount of wreckage has been cast ashore between Berwick and Boulmer, on the Northumberland coast, during the past few days. The body of a man, apparently a fisherman, was discovered at Craster, also a sail marked "S. H. 42." Two lifebelts without marks were discovered at Holy Island and another at Goswick. A fourth picked up at Boulmer bore the figures and words "82 Louis North Shields." The St. Louis is a small steamer of 36 tons register. A body has been found at Long Houghton. The body found on Sunday at Hauxley has been identified as one of the crew of the Glasgow steamer Eglinton.—Press Association.

7 1902

No. 2851

Matteawan

131 of New York, Grossup Tons 3301 gross
2499 net

Nanaimo for San Francisco

Application submitted

26th Feb. 1902

REMARKS.

Subscribers making application

David Willis

Willis & Fisher & Co. Ltd.

497⁰⁰/₁₀₀

Interested as Broker of the
hull insurance

Owner

Saginaw Steel S. S. Co.
(James Jerome Treasurer)
New York.

Cargo

Insurance effected at

Lloyd's & Companies

On Vessel

On Cargo

Latest Account

Sailed from Nanaimo
for San Francisco on the
2nd December 1901

Crew:—

Apprentices

Number of Days out

85-92

COMMITTEE'S DECISIONS.

On Board

26th Feb 1902

Ported missing

5th Mch 1902

MATTEAWAN (s).—London, Dec. 14.—Cable from San Francisco states:—Matteawan (s): It is reported wreckage found.

MATTEAWAN (s).—Seattle, Wash., Dec. 12.—Steamer Gertrude, from Neah Bay, this morning brought the report that on Saturday near Ozette, on the coast, the natives found a complete medicine chest, and several water and fire buckets, also a board, all bearing the name "Matteawan." Steamer Matteawan is overdue at San Francisco from Nanaimo.—[A despatch from San Francisco states that the agent there doubts the report that wreckage belonging to the Matteawan was picked up. Several vessels bound north will search for the Matteawan.]—New York Herald.

Seattle, Wash., Dec. 13.—The lighthouse tender Manzanilla has left for Destruction Island, 43 miles below Cape Flattery, and three miles off the Washington coast, where some shipwrecked people are awaiting rescue. They are supposed to be the crew of the missing collier Matteawan, which is out 12 days from Nanaimo for San Francisco.

MATTEAWAN (s).—Victoria, V.I., Dec. 20.—There is still no word of the missing Matteawan, and there appears no longer any doubt that the collier has gone down, but the uncertainty as to the fate of her crew continues. This much is certain—they are not on Destruction Island, as was rumoured on the Sound. The lighthouse tender Manzanilla arrived at Astoria last night, after making a search on Destruction Island, and failing to find any trace of survivors, if any there were, of the missing steamer.

Port Townsend, Dec. 9.—Advices from Neah Bay state that a large amount of wreckage is being picked up on the beach south of Cape Flattery, among which is a broken rowboat, several oars, life preservers, hatches, broken doors and a quantity of boards, probably belonging to a vessel's deckhouse; bedding has also been found. From information at hand no clue is furnished by these findings, though it is thought the wreckage was part of steam collier Matteawan.—New York Journal of Commerce.

L. L. Dec. 14 1902

23. 1901

Jan 7 1902

9 1902

No. 2852

Alletha of South Shields, Official number 66333, Gibson
Tons 227 gross 191 net
London for the Tyne

Application submitted

26th Feb. 1902

REMARKS.

Subscribers making application

Arthur D. Bradford ⁴⁹⁷⁸

Interested in insurance of cargo

Owner

M^{rs} S. A. Gibson
5 Westoe Parade
South Shields

Cargo

Burnt Ore (350 tons)

Insurance effected at

Uninsured

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from London
for the Tyne on the
6th December 1901

ALLETHA.—London, Dec. 30.—During one of the days of the past gale a packet of papers belonging to the brigantine Alletha, of South Shields, Gibson master, was picked up on South Beach, Seaham Harbour. Nothing has been heard of the vessel since she left London on a voyage for South Shields a day or two prior to the storm. The crew are believed to have numbered seven hands. Fears are entertained that she has foundered with the loss of all on board.—Daily Telegraph.

L.C. Dec. 30 1902

Crew:— 6

Apprentices

Number of Days out

81—88

COMMITTEE'S DECISIONS.

On Board — 26th Feb 1902
Posted missing — 5th Mch 1902

No. 2853

Orkney (steam trawler) of Hull. Official Number 109013 *Riverside*.
Tons 145 gross 50 net
Hull for North Sea

Application submitted

26th Feb. 1902

REMARKS.

Subscribers making application

Fred Finch ¹⁹⁷⁶Interested as Insurance Broker
to the Company

Owner

Hull Steam Fishing & Ice Co Ltd
Hull

Cargo

Bunker coal only

Insurance effected at

Lloyd's & British Companies } On Vessel
(half value uninsured)

On Cargo

Latest Account

Sailed from Hull for
the North Sea on the
9th January 1902, and was
seen on the 26th January 1902.
Owners letter

ORKNEY (trawler).—Hull, Feb. 10.—Regarding the fate of the Hull Steam Fishing and Ice Company's trawler Orkney, the depression of feeling on the St. Andrew's Dock deepens. The owners hold out not the slightest hope of her safety, having regard to the great gale she encountered after speaking with the Admiral of the Fleet on Jan. 25, since which she has not been reported.—Hull Daily News.

L. L. Feb. 11 1902

Crew:— 9.

Apprentices

Number of Days out

from sailing 47 54
being seen 30 37

COMMITTEE'S DECISIONS.

On Board — 26th Feb. 1902
Posted missing — 5th March 1902

No. 2854

*Flying Dutchman*of Gloucester Off^d N^o 27821
Murdoch, 47 tons register

Liverpool for Bridgwater

Application submitted

5th March 1902

REMARKS.

Subscribers making application

A. H. Tozer⁵⁴¹⁵Interested as Insurance Broker, having
effected insurances for £810.

Owner

Chas. Edwards
Lock House Docks
Gloucester.

Cargo

Oil cake & Rock salt.

Insurance effected at

On Vessel

On Cargo

Lloyd's & Merchants' 3

Owner writes that vessel was insured in
a local Insurance club for £200.
Vessel was protected at Evans' London.

Latest Account

Sailed from Liverpool
for Bridgwater on the 31st
January 1902.**FLYING DUTCHMAN.**—Bridgwater, Feb. 22.—
Grave fears are entertained for the safety of the ketch
Flying Dutchman, of Gloucester, which sailed from
Liverpool for Bridgwater, with oilcake, on Jan. 31
last, and has not since been reported.**FLYING DUTCHMAN.**—Gloucester, March 17,
11 42 a.m.—Flying Dutchman, of Gloucester, from
Liverpool for Bridgwater, cargo rocksalt and oil-cake.
Owners report vessel left Liverpool Jan. 31, and has
not since been heard of. Weather on night of Jan. 31
and two following days was stormy, and it is feared
vessel foundered with all hands.

L. L. Feb 24 1902

L. L. March 17 1902

Crew:— 4.

Apprentices

Number of Days out

~~32.~~ ~~53~~ 60

COMMITTEE'S DECISIONS.

Deferred three weeks — 5th March 1902
On Board — 26th March 1902
Posted missing — 2nd April 1902

Maria Maddalena of Genoa, Garibaldi

Tons 835 gross 807 net

Mobile for Rosario

Application submitted

5th March 1902

REMARKS.

Subscribers making application

*C. J. Bowring & Co Ltd 5539**Interested as Insurance Brokers.*

Owner

*G. B. Garibaldi
Nervi
Italy*

Cargo

Lumber

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

*Sailed from Mobile for
Rosario on the 2nd August 1901.*

MARIA MADDALENA.—Rosario (by Cable Jan. 27).—Fears are entertained for the safety of the Maria Maddalena.

L. L. Jan 28 1902

Crew:—

Apprentices

Number of Days out

~~214~~ ~~214~~ 229

COMMITTEE'S DECISIONS.

*Deferred for letter from owner's representative**5th Mch. 1902**On Board -**2nd Apl 1902**Posted missing**9th Apl 1902*

No. 2856

Ocean Queen of Jersey, Off^d No 51263 P. Langlois
Tons 160 gross, 133 net
Glasgow for Weymouth

Application submitted

5th March 1902

REMARKS.

Subscribers making application

John Benton ⁵⁵¹³Interested as the correspondent of
the Glasgow broker.

Owner

P. P. Langlois

The captain was the owner.

Cargo

Coal.

240 tons Best Hamilton Ell. Coal.

Insurance effected at

the Mutual Insurance Society,
Guernsey, and covered
in the Protection Division of the
London Mutual Marine Insurance
Glasgow

On Vessel

On Cargo

Latest Account

Sailed from Glasgow
for Weymouth on the 9th
December 1901

OCEAN QUEEN. — Weymouth, Jan. 24. — The
brigantine Ocean Queen, of Jersey, which sailed from
Glasgow on Dec. 9 for this port, has not yet arrived.

L L Jan 25 1902

Crew: — 6

Apprentices

Number of Days out

88 92

COMMITTEE'S DECISIONS.

On Board -
Posted missing -

5th March 1902
12th March 1902.

No. 2857

Galtram

of Bridport, William Jones, Official Number, 78072

Tons 139 gross 98 net

Ardrossan for Exeter.

Application submitted

11th March 1902 A.C.
12th March 1902

REMARKS.

Subscribers making application

Fred Finch $\frac{5649}{02}$

Interested as Insurance Broker

Owner

W. S. Morland
Hempsted
Gloucester.

Cargo

Coal.

This vessel loaded a cargo of Washed
Treble Nuts from Wm Baird & Coys
Lugar Pits

Insurance effected at

The Nuts were intended for the Gas Co at
Exeter. Agt Ardrossan $\frac{5943}{02}$

Uninsured

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Ardrossan for
Exeter on the 3rd December 1901 and
from Belfast Lough on the 16th Dec. 1901

Crew:- 5

Apprentices

Number of Days out

from sailing 97-98 105
" Belfast Lough 84-85 92

COMMITTEE'S DECISIONS.

On Board by Agency Cttee - 11th Mch 1902
On Board by Committee - 12th Mch 1902
Posted missing - 19th Mch 1902

No. 2858

Braekka of Brevig, Paulsen Tons 377 gross 348 net
Shields for Sandefjord

Application submitted

11th March 1902 A.G.
12th March 1902.

REMARKS.

Subscribers making application

John Benton 6027

Interested as Insurance Broker on Cargo.

Owner

Actelsk Braekka
Lauritz Larsen, Manager
Brevig

Cargo

Coal & Coke.

Cargo consisted of
Hastings Hartley Steam Coal 300 tons
Gas Coke 170 tons 4 cwt.
Extract from Agent Newcastle, letter 6th 1902

Insurance effected at

Reform, Paragund.

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Shields
for Sandefjord on the
18th December 1901.

BRAEKKA.—Brevig, Feb. 8.—The barque Braekka, of Brevig, which left Shields on Dec. 18, for Sandefjord, with coal and coke, has not yet arrived at her destination.

L. L. Feb. 12 1902

Crew:—

9

Apprentices nil

Number of Days out

~~82~~ ~~83~~ 90

COMMITTEE'S DECISIONS.

On Board by Agency Cttee. 11th Mch 1902
On Board by Committee 12th Mch 1902
Posted missing 19th Mch 1902

No. 2859

Kellie Castle

(late of Kirkcaldy)

(steam trawler) of East London Off. N^o 102207

Peacock Tons 114 gross 22 net

Leith for East London (via Las Palmas or Dakar)

Application submitted

19th March 1902

REMARKS.

Subscribers making application

Pitman & Deane Ld ^{629³}/₀₂

Interested as Brokers and Underwriters

Owner

John Hair Broadfoot
150 Leadenhall Street
London

Cargo

Ballast and Bunkers

Insurance effected at

Lloyd's

On Vessel

The

On Cargo

Latest Account

Sailed from Leith for
East London (via Las Palmas
or Dakar) on the 1st Feby 1902.

Crew:— 8

Apprentices

Number of Days out

~~45~~ 59 66

COMMITTEE'S DECISIONS.

Deferred 14 days —

19th March 1902

On Board —

2nd April 1902

Posted missing —

9th April 1902

London, Feb. 26.—Following is extract of letter from Amble, received by the Castle Steam Fishing Company, Anstruther:—A lifebuoy, bearing the name Kellie Castle, Kirkcaldy, has been picked up at Hauxley a mile and a-half south of here.

L.L. Feb 27 1902

Amble, Feb. 26.—Besides the lifebuoy belonging to the steamer Kellie Castle, which was picked up at Hauxley, another one was found at Cresswell.

" Feb 3 1902

KELLIE CASTLE (s).—Amble, March 6.—The lifebuoy picked up at Cresswell, marked "Kellie Castle," came ashore on Feb. 3. The other one, picked up at Hauxley, came ashore on the same date; about two miles apart.

" 7 1902

KELLIE CASTLE (steam trawler).—Cardiff, March 20.—The steam trawler Kellie Castle, Peacock, left Leith on Feb. 1 for East London. Though due to call at Las Palmas about 12 days after sailing, she has not since been reported, and as she is known to have encountered severe weather fears are entertained that she has foundered. A few days after she sailed two lifebuoys bearing the name of Kellie Castle were washed ashore on the Northumberland coast.—South Wales Daily News.

" 21 1902

No. 2860

Linnet (steam trawler) of Hull, Official Number 106757, Sweden
 Tons 182 gross 65 net
 Hull for Iceland

Application submitted

19th March 1902

REMARKS.

Subscribers making application

Fred Finch 64 65
 (Roeburgh Currie & Co.) 02

Interested as Insurance Broker.

Owner

Pickering & Mardanes Steam
 Trawling Co

Cargo

Bunker Coals

Insurance effected at

Lloyd's & British Companies
 Half insured.

On Vessel

On Cargo

Latest Account

Sailed from Hull
 for Iceland on the 29th Jan.
 1902 and was seen off
 Aberdeen on the following day

LINNET (trawler).—London, Feb. 19.—It is feared
 in fishing circles at Hull that the trawler Linnet has
 been lost with all hands. The Linnet left for Iceland
 on Jan. 9 and no traces of her have been seen by vessels
 which have recently arrived at Hull from Iceland.—
Morning Advertiser.

L. L. Feb. 19. 1902

Crew:— 11

Apprentices

Number of Days out

54 61

COMMITTEE'S DECISIONS.

On Board —

19th March 1902

Ported missing —

26th March 1902

No. 2861

Hermannus of Haren, Jungerhans Tons 82 gross 74 net.
 Ipswich for Leith

Application submitted

19th March 1902

REMARKS.

Subscribers making application

B. F. Walsham $\frac{6409}{02}$

Interested as Agent of Owner of cargo.

Owner

H. Jungerhans
Haren

The owner was the Captain and the letter accompanying the application is from the Brother of the Captain.

Cargo

Gypsum

130 Tons

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Ipswich for
 Leith on the 7th November 1901.
 and was off Harwich about
 the 11th November

Crew:—

Apprentices Nil.

Number of Days out

from sailing ~~131~~ 138
 off Harwich ~~127~~ 134

COMMITTEE'S DECISIONS.

On Board — 19th March 1902
 Posted missing — 26th March 1902

No. 2862

*J. K. Allport*of Plymouth, Official Number 74623, Wells
Tons 110 gross 94 net

Liverpool for Fowey

Application submitted

26th March 1902

REMARKS.

Subscribers making application

A. Bilbrough ⁶⁸⁷³/₀₂

Interested for Insurers of cargo.

Owner

H. Allport
Moortown
Tavistock

Cargo

Coal

Insurance effected at

Liverpool

On Vessel

On Cargo

Liverpool correspondent writes in answer to enquiry that the coal shipped per schooner *J. K. Allport* could have been used either as a House or a Steam Coal and came from the John Scowcroft Colliery, Wigan and was named *Scowcroft Fourfoot* ⁷⁰³¹/₀₂.

Latest Account

Sailed from Liverpool for Fowey on the 4th December 1901, and from Ramsey Bay (I. M.) on the 11th December 1901

Llanelli, Jan. 3.—A nameboard, marked "J. K. Allport," has been picked up at Barryport. Also a siren, foreign make, a long spar, and a quantity of small wreckage.

J. K. ALLPORT.—Tavistock, Jan. 14.—The schooner *J. K. Allport*, from Liverpool for Fowey, which left Ramsey Bay (I.M.) on Dec. 11, has not yet reached her destination.—[See issue of Jan. 10].

L. L. Jan 4. 1902

L. L. Jan 15 1902

Crew:— 5

Apprentices Nil

Number of Days out

from sailing ~~111~~ 118
" Ramsey Bay ~~104~~ 111

COMMITTEE'S DECISIONS.

On Board -

26th Dec 1901

Posted missing -

2nd April 1902

No. 2863

Nemesis

of Bordeaux, Moizan Tons 294 gross 246 net
Swansea for Arcachon

Application submitted

26th March 1902

REMARKS.

Subscribers making application

Matthew Wrightson & Co. ⁷¹²⁴/₀₂Interested as Brokers to the Northern
Maritime Insurance Co. Ltd.

Owner

Veuve Trichet
Arès

Cargo

Coal.

Agt. Swansea, in answer to enquiry
writes that vessel loaded 481 tons of
Pacific Patent Fuel. There is no
danger in this Fuel, it is a perfectly
safe cargo ⁷³²¹/₀₂

Insurance effected at

The Northern Maritime
Insurance Co. Ltd.

On Vessel

On Cargo

Latest Account

Sailed from Swansea for
Arcachon on the 31st January 1902.

NEMESIS.—Paris, Feb. 23.—The *Petit Parisien* publishes a telegram from Lorient stating that great anxiety is felt there in regard to the fate of the three-master *Nemesis*, which left an English port on Jan. 30 for Arcachon with a crew of nine men, and has not since been heard of. It is feared that the vessel has been wrecked.—*Reuter*.

L.L. Feb. 24, 1902

Crew:— 9.

Apprentices

Number of Days out

~~53~~ 67 74

COMMITTEE'S DECISIONS.

Deferred 14 days - 26th Mch 1902
On Board - 9th April 1902
Posted missing - 16th April 1902

No. 2864

Franklin of Aorten, P. M. Hansen, Tons 149 gross, 139 net
 Depart for Rüsøer

Application submitted

26th March 1902

REMARKS.

Subscribers making application

John Benton ⁷¹¹⁹/₀₂Interested as Insurance Broker on
Cargo.

Owners

Capt P. M. Hansen
M^{rs} Betty Nielsen
Sandefjora

} Each owned one half of the ship.

Cargo

Coal.

Cargo consisted of the ordinary large
Steam Coal from the Depart
Collieries as shipped at that port.

As further info.

Insurance effected at

On Vessel

On Cargo

Lloyd's

Latest Account

Sailed from Depart
for Rüsøer on the 10th November
1901.

Crew:— 5

Apprentices

Number of Days out

13th 141

COMMITTEE'S DECISIONS.

On Board - 26th March 1902
 Posted missing - 2nd April 1902

Norden, Jan. 7.—Besides a large quantity of wood, a case has been picked up in the district of Baltrum, marked "Merck, Darmstadt." The case contained 18 250-gr. bottles benzol, and 4 l-litre bottles alcohol. Also two vessels' escutcheons, marked "Myra" and "Franklin," have been salvaged.

FRANKLIN.—Emden, Jan. 25, 11 36 a.m.—Baltrum telegraphs nameboard Franklin washed ashore, letters yellow, description follows by letter. [Memo.—Above is in reply to telegram asking for description of ship's escutcheon, marked Franklin, picked up in the district of Baltrum.]—[See Norden paragraph under "Miscellaneous" in issue of Jan. 11.]

FRANKLIN.—Emden, Jan. 29.—Further information received from Baltrum respecting the nameboard marked "Franklin" only mentions that the board was found in the beginning of December last.

FRANKLIN.—Emden, Feb. 5.—The following particulars have been obtained concerning the nameboard marked "Franklin," which washed ashore on Baltrum Island:—The nameboard is nailed down on to another board, both consisting of pine, and is 1 m. 25 cm. long, and 20 cm. wide. Both boards are painted black on the outer side and white on the other side. The name "Franklin" is carved in, and the letters are painted yellow. From the appearance of the boards it is supposed that the vessel to which they belonged was not a new one.

L.C. Jan. 11, 1902.

" " 25, 1902.

" " 31, 1902.

" Feb. 7, 1902.

No. 2865

Stockport

151 of Cardiff Official Number 105856 Morinan
Tons 2794 gross 1810 net
Odessa for Hamburg

Application submitted

26th March 1902

REMARKS.

Subscribers making application

E. J. Holman ⁷²⁶⁰²Interested as Insurance
Broker

Owner

Stockport Steamship Co Ltd
(Charles Radcliffe & Co. Managers)
Cardiff

Cargo

Grain

Insurance effected at

Lloyd's and Companies } On Vessel

Unknown } On Cargo

Latest Account

Sailed from Odessa
for Hamburg on the
16th February ¹⁹⁰² and passed
Dardanelles on the 19th Feb. 1902

Malta, March 17, 11 20 a.m.—British steamer Omega reports having passed, lat. 36 N, long. 18 E, March 15, steamer's lifeboat, painted black outside, white inside, containing dead body. Name boat not discernible, but Stockport clearly visible. Boat holed, full water.

STOCKPORT (s).—London, March 18.—The owners telegraph from Cardiff, March 18, 9 58 a.m., as follows:—Stockport: You will have received information lifeboat picked up by Omega, so fear worst.—[Memo.: See Malta under "Derelicts and Wreckage" in issue of yesterday.]

L.L. Mch 17 1902

18. 1902

Crew:— 25

Apprentices -

Number of Days out

from sailing ~~27~~ 44
Dardanelles ~~24~~ 41

COMMITTEE'S DECISIONS.

On Board - 26th Mch 1902
Posted missing - 2nd April 1902

No. 2866

Thor of Christiania, Andresen, Tons 1124 gross, 1054 net

Savannah for Glasgow.

Application submitted

2nd April 1902.

REMARKS.

Subscribers making application

G. J. Bowring & Co. Ltd.

Interested as Insurance Brokers

Owners

M. & A. Ingier
Lian
Christiania

Cargo

Naval Stores

Insurance effected at

On Vessel

Lloyd's & Companies

On Cargo

Latest Account

Sailed from Savannah Lloyd's List gives sailing date as 26th Nov.
for Glasgow on the 27th
November 1901.

Crew:—

Apprentices

Number of Days out

~~125~~ 132

COMMITTEE'S DECISIONS.

On Board - 2nd April 1902
Posted missing - 9th April 1902

No. 2867

Anaphira of Leith, Official Number 50328, James Hambly
87 Tons Register
Ardrossan for Exeter.

Application submitted

9th April 1902

REMARKS.

Subscribers making application

B. F. Walsham 7637₂Interested as Agent for insurance
of freight and outfit.

Owner

James Hambly
Beir Alston
ArdrossanOwner was the Captain
Letter accompanying is signed by
his Mother.

Cargo

Coal

Washed Treble Nuts from
Mess^{rs} W^m Baird & Co's Bulk Colliery
29th Dec 1901

Insurance effected at

Padstow Club

On Vessel

Unknown

On Cargo

Latest Account

Sailed from Ardrossan
for Exeter on the 29th Jan^y 1902.Owner's Mother states sailed on
the 30th Jan^y 1902.

Crew:— 5.

Apprentices

Number of Days out

69 76

COMMITTEE'S DECISIONS.

On Board —
Posted missing9th April 1902
16th April 1902

No. 2868

*Frederikke*of Rorvig, Denmark, Madsen, Tons 110 gross 99
net

Charlestown (Firth of Forth) for Nykjøbing

Application submitted

23rd April 1902

REMARKS.

Subscribers making application

Aukland Aukland & Co.

8566
02

and

Ulster Marine Ins^{ce} Co.8566
02

On behalf of Messrs Smilairt Boyd.

Interested as Underwriters on Cargo

Owner

P. L. Petersen

Cargo

Coal

The cargo loaded consisted of Lochgilly Steam
Coal, a quality which is recognised to be safe
and unlikely to generate gases which would
be dangerous. Aft Burntisland 9277¹/₂

Insurance effected at

Copenhagen

On Vessel

Ulster Marine Insurance
Co. Belfast

On Cargo

Latest Account

Sailed from Charlestown
(Firth of Forth) for Nykjøbing,
Sjælland, on the 26th Nov. 1901.Lloyd's List states sailed 25th November
for Nykjøbing.

Crew:— 4

Apprentices 1

FREDRIKKE.—Holbaek, Dec. 19.—The schooner
Frederikke, of Rorvig, Madsen, which left England
about three weeks ago, with a cargo of coals, for Isøfjord,
has not yet arrived.

L.L. Dec 24, 1901

FREDRIKKE.—Dundee, Jan. 31.—The Danish
schooner Frederikke, Madsen, a regular trader to Bo'ness,
has been given up for lost. The vessel left Bo'ness
for Charlestown to load some weeks ago. After re-
ceiving her cargo she sailed for Rorvig, but has not since
been reported.—Dundee Advertiser

Feb 3 1902

COMMITTEE'S DECISIONS.

On Board —
Posted missing23rd April 1902
30th April 1902FREDRIKKE.—London, April 26.—In answer
to inquiry, Lloyd's Agent Burntisland writes, under
date of April 25, as follows:—With reference to the
Frederikke, of Rorvig, this vessel loaded at Charles-
town on Nov. 25 last, and sailed on the same day. She
brought up in the roadstead until the following
day, when she left. In the course of conversation
yesterday with the captain of a Swedish sailing vessel,
the Amor, he informed me that he had spoken with a
countryman of his own who had witnessed the
Frederikke go down off the Danish coast. The weather
was very stormy, and no assistance could be rendered.
There can be no doubt but that the Frederikke is lost.

L.L. Apr 26 02

No. 2869

Sanglier of Nantes, Olivier, 195 tons gross 156 net
Swansea for Mortagne (Gironde)

Application submitted

6th May 1902 A. C.
7th May 1902

REMARKS.

Subscribers making application

W. Arthur Bradford ^{993/}₀₂

Interested as Broker for
Cargo.

Owner

Th. Vallin
Nantes

Cargo

Patent Fuel

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Swansea for
Mortagne de Gironde on the
30th January 1902

Crew:—

Apprentices

Number of Days out

~~95~~ 96 103

COMMITTEE'S DECISIONS.

On Board by A. C. - 6th May 1902
On Board by Cttee - 7th May 1902
Posted missing - 14th May 1902

No. 2870

Antrim (s) of Belfast, Official number 93173, J. Brown. Tons 482 gross
160 net
Newport Mon, for Belfast.

Application submitted

14th May 1902

REMARKS.

Subscribers making application

Hy. Head & Co. Ltd.
10286
02

Interested as Insurance Brokers for ship

Owner

Antrim Iron Ore Co. Ltd.
Belfast

Cargo

Coal

"Loaded a cargo of about 550 tons of J. Hancock
& Co's Griffin Nantyglo large Steam Coal" *Ap. Newport*
10612
02

Insurance effected at

Lloyd's & with companies

On Vessel

Belfast

On Cargo

Latest Account

*Sailed from Newport Mon
for Belfast on the 21st April
1902 and was seen same day
off the Scarweather Lightship*

Crew:— 12

Apprentices Nil

Number of Days out

22-29

COMMITTEE'S DECISIONS.

*On Board -**14th May 1902**Ported missing -**21st May 1902*

ANTRIM (s).—Belfast, April 25, 11 54 a.m.—
Steamer Antrim, of this port, which left Newport
(Mon.) about 4 p.m. on Monday, cargo coal, for Belfast,
and was due here Tuesday night, has not yet arrived,
and owners have no advice concerning her.

L.L. Apl. 25. 1902

ANTRIM (s).—London, April 25.—A Press Associa-
tion's telegram from Newport (Mon.) states:—Grave
fears are entertained as to the safety of the Belfast
steamer Antrim, which left Newport on Monday, coal
laden, and should have arrived at Belfast on Tuesday
night, but which has not since been reported. The
steamer Patricia, bound for Cork, which left Newport
the same time, lost sight of her off Scarweather Light-
house, Swansea Bay, in very dirty weather. It is
feared that the Antrim has foundered.

" 26. 1902

ANTRIM (s).—London, May 3.—Antrim (s): The
owners telegraph from Belfast, May 2, 5 52 p.m., as
follows:—Have ascertained that the date Graceful and
South Coast saw the wreckage north of the Smalls was
April 22, and not April 21 as reported, and we have no
doubt this came from Antrim, and consider probable
she took the channel between the Bishops and Smalls
and struck the rocks in that passage about 3 a.m. on
the 22nd.

" May 3. 1902

No. 2871

Windsor of Jersey, Official number 51276, Bennett 58 tons register
 Montrose for Portsmouth

Application submitted

14th May 1902

REMARKS.

Subscribers making application

F. A. Holman
10492

Interested as Agent for the owner

Owner

W. J. Pugsley
St. Helier
Jersey

Cargo

Potatoes in bulk

Insurance effected at

Jersey (Gorey Mutual Ins^{ce} Co.) } On Vessel

Montrose } On Cargo

Latest Account

Sailed from Montrose
for Portsmouth on the
29th January 1902.

WINDSOR.—Dundee, Feb. 20.—Grave fears are entertained in Montrose regarding the safety of the Jersey ketch Windsor, which left for Portsmouth with potatoes on Jan. 29, and has not since been reported.—*Dundee Advertiser.*

L.L. Feb 21 1902

Crew:— 4

Apprentices

Number of Days out

104 111

COMMITTEE'S DECISIONS.

On Board - 14th May 1902
 Ported missing - 21st May 1902

The co
 Carion
 Wooden
 Kenra
 Suppl

No. 2872

Huronian

1st of Glasgow, Official number 113960 J. Brodie
6859 tons gross 4431 net
Clyde for St John N.B.

Application submitted

14th May 1902

Subscribers making application

Rose Thomson Young & Co.

Interested as Brokers

Extracts from 'Lloyd's List' 1902

March 12

Halifax, N.S., March 11.—The Government steamer Aberdeen has been ordered to proceed to Sable Island to-morrow to search for the overdue steamer Huronian, which it is thought may be ashore. A ship, passing Sable Island, reports having seen the masts of a wreck at the east end of the bar, but this may be the old wreck of the Crofton Hall. The Aberdeen will return on Friday or Saturday.—*Reuter*.

March 15

HURONIAN (s).—Halifax, N.S., March 14.—The Huronian is not on Sable Island. The Government steamer Aberdeen, which was sent there to search for her, has returned, and reports that she found no wreckage on the island. The wreck reported as seen by passing steamers was the Crofton Hall, which was stranded four years ago, and two masts of which are still standing.—*Reuter*.

HURONIAN (s).—Halifax N.S. (by Cable received March 14).—Steamer returned Sables Island. No wrecks.

March 18

New York, March 17.—The Commercial Advertiser this evening publishes a telegram from Halifax (N.S.), stating that news has been received there that an Allan Liner (thought to be the Huronian) was signalled at two o'clock this afternoon heading for the harbour of St. John (N.B.).—*Reuter*.—[Memo.: In reply to inquiry whether they had any confirmation of above report, the owners telegraph from Glasgow, March 18, 11 7 a.m., that they have no word of Huronian whatever.]

March 19

Halifax (by Cable received March 18).—Huronian: Report has not been confirmed, supposed to have been Virginian.—[Memo.:—The above is in reply to enquiry as to the truth or otherwise of the report of the Huronian (s) having been signalled.]—[See New York under "Miscellaneous" in issue of yesterday.]

St. John, N.B. (by Cable received March 18).—Huronian (s).—The report of the signalling of this vessel was erroneous.—[Memo.:—The above is in reply to inquiry as to the truth or otherwise of the Huronian (s) having been signalled.]—[See New York under "Miscellaneous" in issue of yesterday.]

March 22

London, March 22.—A Central News telegram, dated New York, March 21, states:—A telegram from Halifax to the Sun states that a number of bedsacks, similar to those used by steerage passengers on Atlantic liners, have been washed ashore not far from Halifax. There is an impression that the wreckage belongs to the Huronian.

April 10

HURONIAN (s).—Queenstown, April 9.—The Government have directed the cruiser Thames to proceed to the westward in search of the missing Allan liner Huronian. The warship will leave here to-morrow, and will call at the Clyde.—*Reuter*.

April 11

HURONIAN (s).—Halifax, N.S., April 1.—British steamer Jeseric, which arrived here Saturday from Greenock, made an especial search for steamer Huronian. She went as far north as 60, but saw no trace of missing vessel.

April 12

HURONIAN (s).—London, April 12.—H.M.S. Thames has been ordered to proceed to Iceland to search for the missing Allan liner Huronian and to remain there for 36 days if necessary. At the end of that period the cruiser is to return to Greenock.

April 14

HURONIAN (s).—London, April 14.—H.M. cruiser Thames left Greenock yesterday to begin a search in the North Atlantic for the missing Allan liner Huronian.

April 22

HURONIAN (s).—London, April 22.—The cruiser Bellona has been ordered by the Admiralty to leave the Clyde on Thursday in search of the missing Allan liner Huronian. She will search the North-West Atlantic. The cruiser Thames is already scouring the Atlantic for the missing vessel.

April 25

HURONIAN (s).—Greenock, April 25, 10 18 a.m.—H.M.S. Bellona left here to-day in search of Huronian (s).

April 28

HURONIAN (s).—London, April 28.—The Thames cruiser, which was despatched 16 days ago to search the North Atlantic for the missing Allan liner Huronian, returned to Greenock yesterday. No trace of the missing vessel was met with, and passing ships that were hailed had seen nothing. The Thames experienced exceedingly rough weather, and had to lie to on several occasions. Another cruiser left for the same purpose last week.

HURONIAN (s).—Greenock, April 28, 10 23 a.m.—H.M.S. Thames, which left here on 11th inst. to search for missing Allan Line steamer Huronian, has returned here and reports found no trace of said steamer. The Thames experienced heavy weather for two or three days, and had a boat swept overboard and cabins flooded.

May 2

HURONIAN (s).—Greenock, May 2, 10 8 a.m.—H.M.S. Thames left here to-day in search of missing steamer Huronian.

May 12

HURONIAN (s).—Queenstown, May 11.—H.M.S. Thames has just returned here after a second fruitless cruise of ten days' duration in search of the missing Allan liner Huronian. The vessel went about 700 miles west, and then north, and passed again close to Iceland, but did not communicate with the island. During the trip the Thames met with more favourable weather than on the first occasion. Nothing in the way of wreckage was seen, and neither was anything found that would give any indication as to the fate of the Huronian.—*Reuter*.

Owner

Allan Line Steamship Co
J & A. Allan Managers
Glasgow

Cargo

Coal and General

The coal consisted of 835 tons of Stanrigg, 555 tons of Carronrigg, 895 tons of Longrigg, 1676 tons of Glenrose Woodent, Woodside, mixed, and 200 tons of Bunkers remaining from previous voyage, from the same suppliers as above were brought from. Agt Glasgow 1902 02
Insurance effected at

Lloyd's & Elsewhere.

On Vessel

On Cargo

Latest Account

Sailed from Greenock
for St. John N.B. on the
11th February 1902.

Crew:— 56

Apprentices

Number of Days out

91 93

COMMITTEE'S DECISIONS.

On Board

Ported missing

14th May 190221st May 1902

No. 2873

Orion of Mariehamn, Haggblom Tons 1265 gross 1190 net
Flinder's Bay (W.A.) for Newcastle-on-Tyne.

Application submitted

14th May 1902

REMARKS.

Subscribers making application

Price & Perrie
J. Hamilton Beem $\frac{101.18}{02}$
 $\frac{10.57.14}{02}$

Interested as Insurance broker of the cargo.

Owner

R. Mattson

Cargo

Jarrah Wood

Insurance effected at

On Vessel

Lloyd's & companies

On Cargo

Latest Account

Sailed from Flinder's
Bay (W.A.) 2nd October 1901
for Newcastle-on-Tyne.

Crew:—

Apprentices

Number of Days out

~~223~~ 237 244

COMMITTEE'S DECISIONS.

Deferred - 14 days - 14th May 1902
On Board - 28th May 1902
Ported missing - 4th June 1902

No. 2874

H. F. Glade

of Bremen, Haesloop 1751 tons gross 1652 net.

San Francisco for Channel f.o.

Application submitted

4th June 1902

REMARKS.

Subscribers making application

Arthur Bray 11670/02*H. Maclean* 12024/02

Interested as Broker for the insurance of the cargo.

Interested as Underwrites & Broker.

Owner

J. L. Pflüger & Co
Bremen

Cargo

Wheat & Barley

Insurance effected at

Hamburg & Bremen

On Vessel

Lloyds & Companies
(London & Provincial M. I. & C.)
St. Paul Fire & Marine Ins. Co.

On Cargo

Latest Account

Sailed from San Francisco for
Channel (Queenstown Falmouth or
Plymouth) on the 20th Oct. 1901

Crew:— 25.

Apprentices

Number of Days out

~~226~~ ~~240~~ 247

COMMITTEE'S DECISIONS.

Deferred 14 days

4th June 1902

On Board

18th June 1902

Posted missing

25th June 1902

No. 2875

Elliotof Arbroath, official number 67604, J. E. Helean 1170 tons gross
1050 net

Carrizal for Baltimore

Application submitted

2nd July 1902

REMARKS.

Subscribers making application

Maurice H. Berkeley, 13905

Interested as Broker for the Owner

Owner

William Bowen
New Dock
Glanelly

Cargo

Manganese

Insurance effected at

Lloyd's and Companies

On Vessel

On Cargo

Latest Account

Sailed from Carrizal
for Baltimore on the 19th
December 1901

Crew:— 16

Apprentices nil

Number of Days out

19th 201

COMMITTEE'S DECISIONS.

On Board — 2nd of July 1902
Ported missing — 9th of July 1902

No. 2876

Charlemagne of Nantes, Codet, 2326 tons gross
 1728 net
 Nepoui (New Caledonia) for Havre

Application submitted

16th July 1902

REMARKS.

Subscribers making application

Fred Hall $\frac{14512}{02}$

Interested as Broker

Owner

Maritime
Compagnie Francaise
Nantes

Cargo

Nickel ore

Insurance effected at

London, Liverpool & France } On Vessel

On Cargo

Latest Account

Sailed from Nepoui
(New Caledonia) for Havre on
the 11th December 1901Crew:— 27
Apprentices

Number of Days out

216
230
237

COMMITTEE'S DECISIONS.

Deferred 14 days. — 16 July 1902.
 On Board 30th July 1902
 Posted missing 6th August 1902.

No. 2877

Patterdale of Swansea, Official Number 65857, Lockman
 Newcastle, N.S.W. for Iquique
 1270 tons gross 1169 net

Application submitted

23rd July 1902

REMARKS.

Subscribers making application

Sir C. W. Bayzer 15218
1902Interested as insurance broker on
ship

Owner

The "Patterdale" Ship Co. L.
Simpson Bros (Managers)
Swansea

Cargo

Brown's Duckenfield Coal

Insurance effected at

Liverpool

On Vessel

On Cargo

Latest Account

Sailed from Newcastle N.S.W.
for Iquique on the 24th March 1902

Crew:— 21

Apprentices nil

Number of Days out

120
134
141

COMMITTEE'S DECISIONS.

Deferred 14 days
On Board.
Posted missing23rd July 1902
6th Aug 1902
13th Aug 1902

No. 2879

Hatzic of Victoria B.C., official number 83445, Daley 74 tons register,
Kyugnot (West Coast Vancouver Is) for the North Pacific sealing

Application submitted

17th September 1902

REMARKS.

Subscribers making application

Rose Bros ¹⁹¹⁰⁴₂

Interested as Brokers who effected the insurance.

Owner

The Victoria Sealing Co. Ltd.
Victoria B.C.

Cargo

Sealing outfit

Insurance effected at

Lloyd's

On Vessel

On Cargo

£306 on Outfit valued at £408.

Latest Account

Sailed from Kyugnot,
Vancouver Island on the 15th
February 1902 for a sealing
voyage in the North Pacific

Crew:— 30

Apprentices

Number of Days out

213

220

HATZIC.—Victoria, B.C., May 28.—Grave anxiety is felt for the sealing schooner Hatzic; feared she is lost; has not been heard of since she left Kyugnot Feb. 15.—*San Francisco Daily Commercial News.*

Victoria, B.C., June 17.—The Quadra (s) returned yesterday morning from the West Coast after her search for the missing sealing schooner Hatzic, which has now been given up as lost. The Quadra brought a large amount of miscellaneous wreckage. At Tatchu Point a board with the letters "LM" on it was found, and at Jeklisett a name-board was picked up. The letters that can be made out, with spaces left for the washed out letters, follow: "GA—IG—EES." The fourth and fifth letters appear to be both L's. A white-painted lifebuoy was also found. The letters "S.S." can be identified, but the name cannot be read, except the last two letters of five, "—TO," and the second syllable "Mariscal."—[See paragraph relating to the Hatzic in issue of June 20.]

L.C. June 14 1902

" July 3 1902

COMMITTEE'S DECISIONS.

On Board — 17th Sept. 1902
Ported missing — 24th Sept 1902

No. 2880

Annie of Bridgetown Barbadoes, official number 113653, Griffiths,
Tons 1476 gross 1340 net.
Mobile for Buenos Ayres.

Application submitted

22nd October 1902

REMARKS.

Subscribers making application

W. A. Angove 2119²

Interested as Broker.

Owner

C. Christians
St. Thomas
Swansea

Cargo

Pitchpine Lumber.

Insurance effected at

London & Glasgow.

On Vessel.

On Cargo

Latest Account

Sailed from Mobile
for Buenos Ayres on the
5th May 1902, and reported
passed on the 17th July in lat.
5.30 N. long 19.56 W.

Crew:— 19

Apprentices nil

London, Sept. 13.—Annie, from Mobile for Buenos Ayres: In reply to inquiry whether the above vessel had arrived, Lloyd's Agent at Buenos Ayres telegraphs under date of Sept. 12:—Annie has not arrived.

11 Sept. 13. 1902

London, Oct. 21.—Following received from owners of the Hornby Castle, dated London, Oct. 21:—I notice the Annie, from Mobile for Buenos Ayres, very much overdue. Looking over the abstract log of the Hornby Castle just received from Adelaide, I notice that on the July 17, in 5 30 N. 19 56 W, she reports that the barque Annie passed standing westward at 7 a.m.

11 Oct. 21. 1902

London, Oct. 22.—Annie, from Mobile for Buenos Ayres: The owner of this vessel writes, under date of yesterday, as follows:—I received a cable to-day from Montevideo in code reading "Avouchment" only. I believe it to be from the captain of the above. Scott's Code is supposed to be used. (N.B.—In Scott's Code, 1896 edition, "Avouchment" means "Arrived yesterday, sails to-day, all well.")

22 Oct. 23 1902

Number of Days out

from sailing ~~169~~ 183
from reported passing ~~96~~ 110

COMMITTEE'S DECISIONS.

Deferred 14 days. — 22nd Oct. 1902

BUENOS AYRES OR
MONTEVIDEO ... sailed
Annie [Oct 28] Rosario

L.L. Oct. 30. 1902

ROSARIO ... arrived
[BY CABLE OCT. 31.]
Annie

Nov. 1. 1902

Arrived Buenos Ayres October 25.

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with
Lloyd's consent.

No. 2881

Vildanden of Dram, C. Sundt, Tons 1598 gross, 1489 net
Tampa for Adelaide

Application submitted

5th November 1902

REMARKS.

Subscribers making application

A. M. Stotts 22725/02

Interested as Agent for Owners of Cargo

Owners

Brüisgaard Kiøsterud & Co
Drammen

Cargo

Phosphate

Insurance effected at

Foreign companies

On Vessel

Lloyd's and Company

On Cargo

Latest Account

Sailed from Tampa
for Adelaide on the
2nd March 1902

Crew:— 20

Apprentices nil.

Number of Days out

~~247~~ ~~275~~ 282

COMMITTEE'S DECISIONS.

Deferred one month - 5th Nov 1902
On Board - 3rd Dec 1902
Ported missing - 10th Dec 1902

No. 2882

Lady Louisa Pennant

Hughes official number 10713 59 tons register
Menai Straits for Bowling

Application submitted

19 Nov. 1902

REMARKS.

Subscribers making application

Frank H. Rickford ²³⁸²⁹/₀₂

Interested as Owners Insurance Broker

Owner

John Ellis
Bangor

Cargo

Slates

Insurance effected at

Liverpool
(Maritime Ins. Co.)

On Vessel

On Cargo

Latest Account

Sailed from Menai
Straits for Bowling on the
14th October 1902

Whitehaven, Oct. 27, 4 10 p.m.—Beasdale station-master reports a mast projecting out of the water, close to shore; considers it dangerous to navigation; also that a boat in battered condition has been washed ashore, named Lady Louisa Pennant, Beaumaris.

L.L. Oct. 28. 1902

Ramsey, I.M., Nov. 12.—A Ramsey trawler reports a sunken vessel, apparently a schooner, about four miles east of the Bahama Lightship, one of the masts being being above water, heel uppermost. This is probably the schooner Lady Louisa Pennant, of Carnarvon, which left Menai Straits for Ayr, with slates, about the middle of last month.—[See issue of Oct. 28.]

Nov. 14. 1902

Crew:—

3.

Apprentices

Number of Days out

~~35~~ days~~56~~

63

COMMITTEE'S DECISIONS.

Deferred three weeks - 19 Nov. 1902
On Board. - 10 Dec. 1902
Posted missing - 17 Dec. 1902

No. 2883

Grecian

(steam trawler) of Boston, Line, Woods, official number 113737

Tons 187 gross 73 net

Boston (Line) for North Sea Fishing Grounds.

Application submitted

14th January 1903

REMARKS.

Subscribers making application

S. Wishart

(James Hartley Cooper & Co. Ltd.)
1350
03

Interested as Broker to owners

Owner

Boston Deep Sea Fishing &
Ice Co. Ltd.

Boston, Line.

Cargo

Coal in bunkers

90 tons

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Boston line
for the North Sea Fishing Grounds
on the 18th December 1902, and
was seen on 25th December 1902,
265 miles N.E. by E $\frac{1}{2}$ E from the Inner Dowsing

Crew:— 9

Apprentices nil

GRECIAN (steam trawler).—London, Jan. 10.—
Hope has been abandoned of the safety of the steam
trawler Grecian, belonging to the Boston Fishing
Company, which it is concluded has foundered in the
North Sea, with the loss of all hands. The vessel left
port on Dec. 18, and should have returned from the
fishing grounds before the end of the month. The
belief is that the trawler perished in the gale which
prevailed on Christmas night.—Times.

L.L. Jan 10 1903

Number of Days out

~~26~~ 40 47

COMMITTEE'S DECISIONS.

Deferred 14 days — 14 Jan 1903
On Board — 28 Jan 1903
Posted missing — 4 Feby 1903

No. 2884

Perseverance of London, official number 19548
 James Marshall, Tons 179 gross 164 net
 Cumberland Gulf for United Kingdom

Application submitted

21st January 1903

REMARKS.

Subscribers making application

Budd Budd & Edenborough ¹³⁶⁸/₀₃

Interested as Brokers

Owners

The British Columbian Steamship
 Trading & Agency Co. Ltd.
 6 Holborn Viaduct, London E.C.

Cargo

Insurance effected at

Lloyd's &c

On Vessel &
Outfit

Hie

On Cargo

Latest Account

Sailed from Cumberland
 Gulf (West Side of Davis Straits) for
 the United Kingdom on the
 22nd October 1901.

PERSEVERANCE. — Dundee, Nov. 3. — The arrival of the Eclipse furnishes information which confirms beyond doubt the loss of the Peterhead vessel Perseverance. The Perseverance, a small brig, was employed in connection with a salmon fishery station at Cumberland Gulf, on the west side of Davis Strait, the produce of which and other articles obtainable in the region it was intended she should convey to the United Kingdom. On Oct. 22, 1901, the Perseverance sailed from Cumberland Gulf. Since then no tidings have transpired concerning the vessel, and it is concluded she has foundered with all hands. — Dundee Advertiser.

L.C. Nov. 4. 1902.

Crew:— 14

Apprentices

Number of Days out

~~455~~ 462

COMMITTEE'S DECISIONS.

On Board — 21st Jan. 1903
 Posted missing — 28th Jan. 1903

No. 2885

Anna (s) of Laurvig Kjelsen. Tons 319 gross 188 net
 Middlebrough for Veile

Application submitted

27th January 1903 A. C.
 28th January 1903

REMARKS.

Subscribers making application

S. Wishart
 James Hartley Cooper & Co. Ltd. ²⁰⁶²/₀₃

Interested as Broker having effected insurances on cargo.

Owner

Aktieselskabet 'Anna'
 Bugg & Olsen, Managers
 Laurvig

Cargo

Pig Iron

Insurance effected at

'Skjold' and 'Odin' Porsgrund
 and 'Vidar' Drammen } On Vessel

Lloyds

} On Cargo

Latest Account

Sailed from Middlebrough
 for Veile (Denmark) on the
 23rd December 1902.

ANNA (s).—Laurvig, Jan. 3, 10 30 a.m.—Anna, Norwegian steamer, of this port, bound from Middlebrough for Veile, it is feared has been lost in the late gale.

C. L. Jan. 3, 1903

Crew:— 11

Apprentices

Number of Days out

~~34~~ 35 42.

COMMITTEE'S DECISIONS.

On Board by A. C.	27 Jan'y 1903
On Board —	28 Jan'y 1903
Posted missing —	4 Feb'y 1903

No. 2886

Gezusters

of Amsterdam,

Tons 252 gross, 115 net

Delfzyl for Bristol Channel.

Du Reg 216

Application submitted

28th January 1903.

REMARKS.

Subscribers making application

F. B. Messenger
(Messrs R. W. Shepard & Co.)
2406
03Interested as Insurance Brokers
of the cargo.

Owner

E. Gorter
Amsterdam

Cargo

Oats

Insurance effected at

Amsterdam

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Delfzyl
for Bristol Channel on the
24th November 1902.
Date of sailing from Delfzyl is
given in Lloyd's List as Nov 24.

Crew:— 8

Apprentices

Number of Days out

according to owner 64 78 85
L.L. 67 82 88

COMMITTEE'S DECISIONS.

Deferred 14 days - 28th Jan. 1903
On Board - 11th Feby 1903
Posted missing - 18th Feby 1903

Carnarvon, Dec. 19, 4 20 p.m.—Aberdaron sub-agent telegraphs:—Lifebuoy, name Gezusters Amsterdam, and teak wood and mahogany cabin fixtures, washed ashore Aberdaron. Will wire any further report.—Lloyd's Agent.

L.L. Dec. 20 1902

Carnarvon, Dec. 22, 10 54 a.m.—Gezusters—Two boats have since drifted ashore north of Bardsey.

" 22. 1902

Carnarvon, Dec. 22, 10 54 a.m.—Gezusters, Amsterdam, reported last week beam ends off Bardsey. Vessel's name should be Gezusters; two boats have since drifted ashore north of Bardsey.—[See Carnarvon under "Miscellaneous" in issue of Dec. 20.]

" 22, 1902

MISCELLANEOUS.

Bristol, Dec. 23, 11 13 a.m.—Gezusters, cargo oats, from Groningen for Bristol, is believed to be vessel referred to in Carnarvon telegram under "Miscellaneous."

Carnarvon, Dec. 22.—With reference to the report re "Gezusters," Amsterdam, a correspondent at Rhydlios reports having seen some cabin fittings, a teak panel, doubled moulded door, polished and varnished, with brass lock and hinges, and silver plate on key-hole. Also some pieces of mahogany and boards painted light green, all from the inside of a vessel or from a deck-house. He adds that the vessel was new, and that the boats, built of hard wood, had apparently never been used. There had been no communication with Bardsey Island for nearly three weeks.—Lloyd's Agent.

" 23, 1902

No. 2887

Upupa (s) of Cork, Official number 58558, Kearney Tons 866 gross
498 net
Cardiff for Cork.

Application submitted

4th Feby 1903

REMARKS.

Subscribers making application

A. F. White
(James Hartley Cooper & Co^o Ltd)
25th
1903

Interested as Insurance Broker.

Owner

The City of Cork Steam Packet Co Ltd
Cork.

Cargo

Coal and General

Loaded 699 tons Emmanuel House Coal, Bargued, Partridge Lons
Blackburn & Redegart, Strm Coal, at Newport, and 140 tons Cory's House Coal

Insurance effected at

at Cardiff
Cgt. Clff. 3096

Lloyds &c

On Vessel

Small portion of General
covered by Owners of vessel

On Cargo

Latest Account

Sailed from Cardiff
for Cork on the 15th January, 1903
Owners state latest account they have is
that vessel's lights were seen 15 January about
7.45pm, about 20 miles west of the Smalls.

Crew:— 21

Apprentices

Number of Days out

19 26

COMMITTEE'S DECISIONS.

On Board. —

4th Feby 1903

Reported missing —

11th Feb. 1903

UPUPA (s).—London, Jan. 18.—The Press Association's Cork correspondent telegraphs: The City of Cork Steam Packet Company's steamer Upupa, Captain Kearney, from Cardiff for Cork, with coal, is reported missing since Friday morning (Jan. 16). She left Cardiff early on Thursday morning (Jan. 15), and must have encountered the full force of that night's gale. This afternoon some wreckage, consisting of deck, cabin boats and spars, bearing the name "Upupa," were washed ashore at Garryvoe Strand, near Ballycotton Bay, on the Cork coast. The Upupa carried a crew of about 20 and some steerage passengers.

UPUPA (s).—Queenstown, Jan. 18, 4 50 p.m.—Coast-guard Ballycotton report roof of cabin, part of bulwark, boats, yards, marked "Upupa," washed ashore last night near Ballycotton.

UPUPA (s).—Ballycotton, Jan. 19, 9 20 a.m.—Wreckage washed ashore on Garryvoe beach convinces me from what I have seen the steamer Upupa, City of Cork Steam Packet vessel, has foundered.—Coast-guard.

UPUPA (s).—London, Jan. 19.—Following telegram received from Cork, dated Jan. 19, 2 42 p.m.:—Only further news some of the boats have been picked up same vicinity as other wreckage.

UPUPA (s).—London, Jan. 19.—In connection with the reported loss of the City of Cork Steam Packet Company's steamer Upupa, from Cardiff for Cork, with coal, and all on board, the Press Association's Cork correspondent telegraphs:—The chief coastguard officer at Youghal reports that a lifeboat, marked "Upupa," was picked up at Knockadoon, Youghal Harbour, this morning. Another boat not marked, but similarly painted, was found at Ardmore, three miles to the east, while a portion of a third boat was washed into Youghal. Tugs have been dispatched to the supposed scene of the wreck.

UPUPA (s).—London, Jan. 27.—A report was received at Queenstown last evening that a bottle, to which pieces of cork were attached by wire, has been picked up on the coast at Ballyandreen, near Ballycotton, and that when opened it contained a piece of paper, having a message on it from a member of the crew of the lost Cork steamer Upupa, addressed to Mrs. Murphy, of Ballintemple, near Cork. The message stated that the steamer was fast sinking, and that the signals of distress which the crew made to another steamer were left unheeded. Part of the message is of a private nature.—[See issue of Jan. 20.]

L. L. Jan. 19, 1903

L. L. Jan. 20, 1903

L. L. Jan. 27, 1903

No. 2888

Saint Enoch

of Glasgow, Official number 99809,
George Thomas Russell 1955 tons gross 1852
Hamburg for Santa Rosalia

Application submitted

18th Feby 1903

REMARKS.

Subscribers making application

A. H. Buchanan
4301
03

Interested as Insurance Broker.

Owner

St Enoch Sailing Ship Co Ltd
A. Mackay & Co Managers
Glasgow.

Cargo

2448 tons Westphalian Coke
and 500 tons of stone ballast.

Insurance effected at

Lloyd's, Companies and
Mutual Clubs.

On Vessel

On Cargo

ST. ENOCH.—London, Jan. 14.—St. Enoch, Hamb. for Santa Rosalia:—The owners advise from Glasgow, that on Jan. 13 they received from the Board of Trade, London, the following copy of a letter from the Receiver of Wreck at Falkland Islands, dated Dec. 8:—Information has been received at this office, from Port Stephens, on the West Falklands, that one lifebuoy and one ship's wooden bucket, marked St. Enoch, of Glasgow, with blue Maltese cross on either side, have been washed on shore at the aforementioned place. The owners also write that in reply to an inquiry asking if the above ship had arrived at Santa Rosalia they have received from Compania del Bolso, Santa Rosalia, a cable which translated reads:—Saint Enoch: The ship has not yet arrived. There is nothing within our knowledge to account for the delay.

ST. ENOCH.—London, Jan. 27.—St. Enoch: Following is extract of letter received by the owners from Captain Messervy, of R.M.S. Thames:—Having seen in a list of overdue vessels that the St. Enoch was last seen on the 30th May, it may interest you to know that I passed her at 0.30 p.m. on the 2nd of June in lat. 24° 5' N, long. 28° 43' W.—[See report from Falkland Islands in issues of Jan. 14 and 15.]

L. L. Jan 15, 1903

Jan 27, 1903

Latest Account

Sailed from Hamburg
for Santa Rosalia on the 4th May
1902, and was spoken on the
2nd June 1902, in latitude 24° 5' N.
Longitude 28° 43' W.

Crew:— 22.

Apprentices 2.

Number of Days out

from sailing ~~289~~ 296
speaking ~~260~~ 267

COMMITTEE'S DECISIONS.

On Board —
Ported missing —

18th Feby 1903
25th Feby 1903

No. 2889

Godeffroy of Rostock, Jock 546 tons gross. 497 net
 Maryport for Caimamera, Cuba.

Application submitted

4th March 1903

REMARKS.

Subscribers making application

G. Elliott Bromage ⁵⁴²⁴/₀₃

M^r Bromage is an Associate and is interested as Agent for the Shippers of the cargo.

Owner

A. Mentz
Rostock

The letter accompanying the application is signed by Mess^{rs} Mentz Decker & Co, Hamburg who Jatham Bromage & Co understand are the same people as the owner according to Lloyd's Register (A. Mentz.)

Cargo

Coal

Cargo consisted of 705 tons of Screened Gas Coal
 Vessel also had 2 1/2 tons on board for ship's use
 Agt Workingbn. ⁵⁶³²/₀₃

Insurance effected at

On Vessel

Newcastle-on-Tyne

On Cargo

Latest Account

Sailed from Maryport for Caimamera, Cuba, on the 14th November 1902 and was spoken on the 18th November 1902, 95 sea miles from Scilly.

Crew:— 11

Apprentices

Number of Days out

from sailing ~~109~~ ~~130~~ 137
 . speaking ~~105~~ ~~126~~ 133

COMMITTEE'S DECISIONS.

Deferred 21 days — 4th March 1903
 On Board — 25th March 1903
 Posted missing — 1st April 1903

No. 2890

Palmas (s)of London. Official number 93817, W. E. Burton
Tons 2495 gross 1598 net
Newport, Mon for Boston, Mass.

Application submitted

4th March 1903

REMARKS.

Subscribers making application

L. W. Hammond ⁵⁶¹⁵/₀₃

Interested as Insurance Broker

Owners

The African Steamship Co. Ltd.
Elder Dempster & Co. Managers
Liverpool

Cargo

Coal

Steamer loaded a cargo of "Vivian's Express
Merthyr Thro' Steam Coal," namely half
Large and half Small, mixed at time
of shipment. Extract from letter from
Agent Newport. 5788/3

Insurance effected at

Liverpool & London

On Vessel

Liverpool & London

On Cargo

PALMAS (s).—Boston (by Cable Feb. 3).—British
steamer Sylvania spoken 1st, 320 miles east Boston
Light, standing by disabled steamer, possibly Palmas.

L.L. Feb. 4. 1903

PALMAS (s).—Liverpool, Feb. 5, 10 16 a.m.—
Palmas (s), Newport Jan. 3, Boston:—In reply to
inquiry as to which steamer had spoken the Sylvania (s),
the Cunard Company's Boston agent cabled yester-
day:—"Wilson Hull steamer Hindoo and Bostonian (s)
report Sylvania (s) 200 miles east Boston Light Feb. 2
8 evening.

L.L. Feb. 5 1903

USHER (s).—London, Feb. 5.—A telegram from
Messrs. Elder, Dempster and Co., dated Liverpool,
Feb. 5, 6 47 p.m., states:—"No word Palmas. Steamer
Sylvania towed Boston reported as Usher.

L.L. Feb. 6 1903

USHER (s).—Boston, Feb. 5, Noon.—The Cunard
liner Sylvania has towed into this port the British
steamer Usher, Manchester for Boston, disabled, having
lost her propeller.—Reuter.

Latest Account

Sailed from Newport Mon
for Boston on the 3rd January 1903
and was spoken on the 9th Jan'y
1903 in latitude 50 N. longitude
29 W.

Crew:— 35

Apprentices 4

Number of Days out

from sailing 59 ~~73~~ 80
" speaking 53. ~~67~~ 74

COMMITTEE'S DECISIONS.

Deferred 14 days —
On Board —
Posted missing —4th March 1903
18th March 1903
25th March 1903

No. 2891

Ansgar ^{1st} of Frederikshald, Hannestad.Tons 3569 gross 2320 net
New York for Sydney N.S.W. (via St Vincent C.V.)

Application submitted

11th March 1903

REMARKS.

Subscribers making application

China Traders' Ins^{ce} Co^l Ltd ⁵⁸²³₀₃Interested as Underwriter on cargo on
behalf of Messrs R. W. Cameron & Co of New York
& London, shippers of cargo.

Owner

Wiel & Amundsen
Frederikshald.

Cargo

Wheat and Flour

Insurance effected at

On Vessel

On Cargo

London

ANSGAR (s).—New York (by Cable received,
Dec. 2).—Ansgar plates damaged collision.

L. L. Dec. 3. 1902

ANSGAR (s).—New York, Dec. 1.—Norwegian
steamer Ansgar, for Sydney (N.S.W.) (cleared), lying at
Beard Stores, Erie Basin, was run into by a tug with two
lighters in tow, and had some damage to plates.—[See
issue of Dec. 1.]

9. 1902

ANSGAR (s).—Christiania, Jan. 14.—The steamer
Ansgar, Hannestad, which cleared Dec. 3 from New
York for Sydney (N.S.W.), with meal and corn, was
run into by a tug on Dec. 11 in Erie Basin, whereby
some of her plates were damaged, and proceeded on her
voyage in the middle of December, after finishing
repairs. She was to call at St. Vincent (C.V.) to coal.
Borsen Halle.—[See issues of Dec. 3 and 9.] [Memo.—
With reference to the above the owner of the Ansgar (s)
has reported that she sailed from New York Dec. 3.]

Jan 19. 1903.

Latest Account

Sailed from New York
for Sydney (N.S.W.) via
St Vincent (C.V.) on the
3rd December 1902.

Crew:— 28

Apprentices

Number of Days out

97 104

COMMITTEE'S DECISIONS.

On Board

11th March 1903

Ported missing —

18th March 1903

No. 2892

Dungonnell

of Glasgow, official number 86535.
 J.R. Hutchinson, 284 tons gross 131 net.
 Shields for Belfast

Application submitted.

18th March 1903

REMARKS.

Subscribers making application

E.E. Cooper
 (James Hartley Cooper & Co. Ltd.)
 657⁸/₂₅

Interested as Insurance Broker

Owner

G. Lindsay Jr.
 28 West Sunnyside
 Sunderland.

Cargo

Telegraph Poles

Insurance effected at

Lloyd's

On Vessel.

On Cargo

DUNGONNELL (s).—London, March 6.—Owners report Dungonnell (s) left the Tyne for Belfast on Monday, 23rd ult., with cargo of telegraph poles for the Government. With an ordinary passage she should have arrived on Saturday, but up to March 5 there is no news of her.

L.L. March 7, 1903

DUNGONNELL.—Peterhead, March 20.—A life-buoy, marked "Dungonnell, Glasgow," in a much battered condition, has been picked up on the foreshore at Whinnyfold, Cruden Bay, and is now in charge of the coastguard at Port Erroll.

L.L. March 26, 1903

Latest Account

Sailed from North Shields
 for Belfast on the 23rd Feby, 1903

Crew:— 11

Apprentices nil

Number of Days out

~~22. 36~~ 43

COMMITTEE'S DECISIONS.

Deferred 14 days — 18th March 1903
 On Board — 12th April 1903
 Posted missing — 8th April 1903

No. 2893

Flora of Kragero, Knudsen 542 tons gross 505 net
Cardiff for Maranham.

Application submitted

25th March 1903

REMARKS.

Subscribers making application:

G. Elliott Bromage $\frac{6508}{03}$

Mr Bromage is an Associate. Is interested as London Representative of the owners.

Owner

Actieselskabet Flora
O. Th. Bjordam Managing Owner
Kragero

Cargo

Coal

"Loaded a cargo of 844 tons of 'Cory's Merthyr' steam coal from pits in the Rhondda and Merthyr Valleys." agent Cardiff $\frac{7048}{03}$

Insurance effected at

Norway

On Vessel

Newcastle-on-Tyne
(Northern Maritime Ins^{ce} Co.)On Cargo &
Advance of
FreightMessrs Cory Bros & Co. Ltd. state that vessel was loaded by them in November, and they insured the cargo and Advance of Freight for £1150. $\frac{7048}{03}$

Latest Account

Sailed from Cardiff
for Maranham on the
18th November 1902.

FLORA.—Milford, Jan. 20.—The coastguards at Bosherton, near St. Goven's Head, south coast of Pembrokeshire, have picked up a nameboard, about six feet long, marked "Flora" in six-inch letters, cut in.

L.L. Jan 21 1903

Crew:— 10

Apprentices

Number of Days out

~~126~~ ~~140~~ 147

COMMITTEE'S DECISIONS.

Deferred 14 days — 25th March 1903
On Board — 5th April 1903
Ported missing — 10th April 1903

No. 2894

Altona of Christiania, Andersen Tons 1373 gross 1340 net
Greenock for Cape Town.

Application submitted

25th March 1903

REMARKS.

Subscribers making application

Henry Chester
Messrs Black Moore & Co
7420

Interested as Agent for Owner.

Owner

Aktieselskabet 'Altona'
J. Johanson & Co. Managers
Christiania

Cargo

Coals & Pipes

The coal consisted of Selected House
coal from the Bent Colliery
Extract from letter from Agent Glasgow
8/6/03

Insurance effected at

Lloyds (some of it)

On Vessel.

Unknown

On Cargo

Latest Account

Sailed from Greenock
for Cape Town on the 11th
October 1902, and passed Rathlin
Island on the 12th October 1902.

Crew:— 18

Apprentices nil

Number of Days out

from sailing ~~164~~ 178 185
passing ~~163~~ 177 184

COMMITTEE'S DECISIONS.

Deferred 14 days — 25th March 1903
On Board — 8th April 1903
Ported missing — 15th April 1903

No. 2895

Salopia

1st of London, official number 98951 Tons 2404 gross

Burgess,

1549 net

Norfolk (la) for Antwerp

Application submitted

25th March 1903

REMARKS.

Subscribers making application

Hugh P. Paul

7th 1903

Interested as Insurance Broker.

Owner

W. J. Young
Steel Young & Co
London

Cargo

Pitch Pine Timber & for Lumber

Insurance effected at

Lloyd's, Companies & Clubs

On Vessel

On Cargo

Latest Account

Sailed from Norfolk (la)
for Antwerp on the 10th Feby 1903

Crew:— 22.

Apprentices nil.

Number of Days out

~~42~~ 56 63

COMMITTEE'S DECISIONS.

Deferred 14 days
On Board —
Ported missing25th March 1903
8th April 1903
15th April 1903

No. 2896

Balthasar of Calmar, Fransen, 278 tons gross 245 net
Grimsby for Carlskrona.

Application submitted

25th March 1903

REMARKS.

Subscribers making application

Arthur Bray ¹⁷⁴⁵⁷/₀₃

Interested as Broker who effected the Insurance on cargo.

Owner

Janne Pettersson

Cargo

Coal

Derbyshire Steam Nuts from the Ardwick Colliery. . . . a safe coal to carry not given to explosion or spontaneous combustion.
Extract from letter from Aft Grimsby 7/2/03

Insurance effected at

On Vessel.

Lloyd's

On Cargo

Latest Account

sailed from Grimsby for
Carlskrona on the 20th Dec. 1902.

BALTHASAR.—Calmar, Feb. 11.—Anxiety is felt for the safety of the schooner Balthasar, of Calmar, Fransen, which left Grimsby Dec. 20 for Carlskrona, with coal, and has not yet reached her destination.

L.C. Feb. 11/03

Crew:— 8

Apprentices

Number of Days out

94 101

COMMITTEE'S DECISIONS.

On Board.

Posted missing -

25th March 19031st April 1903

No. 2897

Gloucester^{1st} of Aberdeen, official number 96112,
James Wright, Tons 308 gross 141 net
Montrose for Cardiff

Application submitted

8th April 1903

REMARKS.

Subscribers making application

A. J. Dixon

8504

Interested as Broker

Owner

The North Eastern Shipp. Co.
G. Elsmie & Son, Managers
Aberdeen

Cargo

Oats

Insurance effected at

Lloyd's & London Company

On Vessel

On Cargo

Latest Account

Sailed from Montrose
for Cardiff on the 21st
February 1903.

Crew:— 10.

Apprentices

Number of Days out

45 52.

COMMITTEE'S DECISIONS.

On Board — 8th April 1903
Ported missing 15th April 1903

GLOUCESTER (s).—*Dundee*, March 6.—Fears are being entertained in Montrose regarding the safety of the Aberdeen steamer Gloucester, which sailed on the night of Saturday, Feb. 21, for Cardiff, and has not been reported since. She loaded a cargo of 300 tons of oats in bulk from Messrs. J. Mackenzie and Sons, and making the passage by way of the Pentland Firth, as was the captain's intention, she should have reached her port of destination in five days.—*Dundee Advertiser*.

L.C. March 7. 1903

GLOUCESTER (s).—*Tobermory*, March 11.—It is reported that some wreckage is coming ashore on west side of Tiree with large quantities of grain, with name "Gloucester, Liverpool."—[Memo.: The Gloucester (s), formerly of Liverpool, is now registered at Aberdeen.]—[See issue of March 7.]

GLOUCESTER (s).—*London*, March 12.—The steamer Gloucester, of Aberdeen, is believed to have foundered off the west coast of Scotland, while on a voyage to Cardiff. She should have reached her destination more than 10 days ago; but wreckage which has been recovered leaves no doubt that the vessel has gone down with her crew of 10 men.—*Times*.

" " 12. 1903

GLOUCESTER (s).—*Dundee*, March 12.—Messrs. George Elsmie and Son, Aberdeen, received yesterday a letter from Tiree Island, Argyllshire, stating that a piece of small boat, with the name Gloucester (s), was found on the west end of the island on Feb. 26, and that oats had also been cast on the beach.—[See issue of yesterday.]

17. 1903

No. 2898

Ayrgal 131 of Tonsberg, Röd. 1556 tons gross, 990 net
 Liverpool & Clyde for Sydney C.B.

Application submitted

29th April 1903

REMARKS.

Subscribers making application

William Henry Whisk
10219

Interested as Broker

Owner

Actieselskabet 'Ayrgal'
Hjalmar Roed Manager
Tonsberg

Cargo

Fire Brick &c

Insurance effected at

On Vessel

Company in London &c

On Cargo

Latest Account

Sailed from Liverpool for
 Sydney C.B. on the 2nd January 1903
 and from Greenock on the
 11th January 1903.

London, Feb. 6.—Ayrgal (s), Clyde for Sydney (C.B.)
 Cable from Sydney (C.B.) states:—Has not arrived.

L.L. Feb 6 1903

Crew:— 21

Apprentices nil.

Number of Days out

from Liverpool ~~116~~ 123
 Greenock ~~107~~ 114.

COMMITTEE'S DECISIONS.

On Board — 29th April 1903
 Posted missing — 6th May 1903

No. 2899

Dronningen of Fredrikshald, Martensen, Tons 1121 gross 1043 net
 Darien Ga. for Liverpool

Application submitted

27th May 1903

REMARKS.

Subscribers making application

H. D. Kayman
12393Interested as ^{insurance} broker to owner of Freight
advanced.

Owner

Rudv. Larsen
Fredrikshald

Cargo

Wood goods

Insurance effected at

Uninsured

On Vessel

Uninsured
Lloyds

On Cargo

Freight
advanced

Latest Account

Sailed from Darien Ga for
Liverpool on the 30th December 1902

Crew:— 16

Apprentices —

Number of Days out

147

COMMITTEE'S DECISIONS.

On Board —

27th May 1903

Posted missing —

3rd June 1903

No. 2900

Commandant Marchand *of Nantes*

Arnaud Tons 2313 gross 1731 net
Leith for Antwerp

Application submitted

3rd June 1903

Subscribers making application

C. G. Holmden
(Messrs H. Clarkson & Co) 1270⁴/₀₃

Owner

Compagnie Maritime Française
Nantes

Cargo

Coal 666 tons 16 cwt Edinburgh Colliery Hartley steam
653 tons 18 cwt of same Colliery rough small
1320 ton 14 cwt in all, the two lots being mixed wagon by wagon
Agt Leith 12945⁵/₀₃

Insurance effected at

4/5th in France
1/5th in England

On Vessel

Unknown

On Cargo

Latest Account

Sailed from Leith for Antwerp
on the 25th Feb/1903 and supposed to have
been sighted on the 13th March 1903 at lat. 63 15 N, 2 32 E

Crew:— 13 L.L. Apr 8.

Apprentices

Number of Days out

from sailing—47/104

" supposed passing 44/88

L.L. Apr. 27.

L.L. May 26, 1903

COMMANDANT MARCHAND.—London, April 8.—The master of the tug Oceana in reply to inquiry reports as follows:—In regard to Commandant Marchand, when following her she had mizenstaysail and spanker set. I saw mizenstaysail blow away, but whether spanker was blown away afterwards I cannot say. When I last saw her she had not any sail set. Wind when I last saw her was SW, ship heading SE.—[See issues of March 5 and 26.]

April 15.—The Liverpool tug Cruiser, which has been looking for the French ship Commandant Marchand for 15 or 16 days, has returned after an unsuccessful search. It is understood that the Cruiser went as far north as Hammerfest.

Vardo, April 22.—The whaler, Falken, Fredriksen, passed the bowsprit and jibboom of a large vessel of about 1,100 tons, at the end of March, seven sea miles north of Baadstjord. The martingale was painted white and the preventer stays green. The jibboom and bowsprit were scraped clean and painted white at the arm. Apparently they had been only a short time in the water. It is possible that the wreckage comes from the French vessel Commandant Marchand.—Borsen Halle.

COMMANDANT MARCHAND.—Havre, May 23.—The pilot of the State Station ship, writing from Reykjavik under date of May 9, states that no traces of the French barque Commandant Marchand were discovered on the passage from France. A crew

had left Reykjavik, under command of Captain Buttez, to take the schooner Perle, of Bino, back to Dunhirk.—[See Perle in issue of March 30.]

REMARKS.

Interested as Agent for Owners

Middlesbrough, Feb. 28, 11 33 a.m.—Tug Ocean arrived here this morning, reports her tow, barque Commandant Marchand, partly coal laden, towing Leith to Flushing, parted tow ropes off Whitby yesterday morning in gale, and tug proceeded here.

Liverpool, March 12.—Commandant Marchand: It is rumoured that this ship has been recently sighted, but the report needs confirmation.—Liverpool paper.—[See London par below.]

London, March 14.—A large French barque left Leith for Antwerp Feb. 25. She was subsequently reported by a tug, which had fallen in with her in a helpless condition and partially dismasted, in the North Sea. The tug attempted to tow her, but the rope broke, and there has been no report of the ship since.—Daily Chronicle.—[Memo.—With reference to the above, the French barque Commandant Marchand left Leith for Antwerp, Feb. 25, in tow, and subsequently parted tow-ropes off Whitby.]

COMMANDANT MARCHAND.—Liverpool, March 20, 11 33 a.m.—Telegram received in Liverpool to-day from Nantes states steamer Oscar Fredrik, now Dunkirk, has seen on 14th inst., 63 N, about 80 miles Norway, a ship, half loaded, sailing under staysails, not asking assistance. Believing to be Commandant Marchand underwriters sending another tug best conditions possible.

London, March 20.—A telegram from the owners states:—Commandant Marchand probabement "encontre" (? probablement rencontre probably met) 63 N, by steamer Oscar Fredrik, now at Dunkirk.

Dunkirk, March 20, 3 43 p.m.—Oscar Fredrik reports having sighted on 13th, at 10 a.m., five miles to westward, wind southerly, 63 15 N, 2 32 E, three-masted barque, carrying only three storm sails, steering west, poop and fore-castle white painted, vessel appearing half laden, making no signals whatever.

Dunkirk, March 20.—When the steamer Oscar Fredrik sighted the barque the wind was south-westerly, and the sailing vessel was steering westward, away from the Norwegian coast.

London, March 23.—In reply to telegram asking if Commandant Marchand had arrived, or, if not, had any report been received of her, Lloyd's Agent at Christiania telegraphs March 23, 7 20 p.m., as follows:—Commandant Marchand: No report.

COMMANDANT MARCHAND.—Liverpool, March 27.—The tug Cruiser sailed from the Mersey last evening. This boat has been engaged to find the French ship Commandant Marchand, which left Leith, in tow, for Antwerp, and which was caught in the gale of

Feb. 27, breaking adrift from her tug. The ship had coal stiffening on board. She has undoubtedly drifted to the northward, owing to almost continuous southerly winds since that time. A ship, supposed to be the Commandant Marchand, was sighted off the Norwegian coast on the 11th inst. by a steamer bound for Bordeaux. At that time she was under three lower staysails, but no signals were made, and it is more than probable that the crew had abandoned the ship. The Cruiser will proceed as far as lat. 70 N.—Liverpool Paper.—[See issue of March 26.]

Liverpool, March 29, 1 48 p.m.—The Liverpool Steamtug Company (Limited) report having received the following telegram from Stornoway, at 10 a.m. to-day:—Cruiser put into Stornoway from 10 miles SW of Cape Wrath, weather heavy, storm from NW, glass down to 28.20. Wire instructions immediately, post office being kept open; weather better. Instructions have been sent the Cruiser as follows:—Carry out your instructions and proceed immediately weather fit, don't delay.

COMMANDANT MARCHAND.—Liverpool, April 5, 1 55 p.m.—Liverpool Steamtug Company have received the following telegram from Ardenaen, dated April 5, 8 25 a.m.:—Cruiser here; seen nothing of Commandant Marchand; been to 70 50 N, 6 E; had bad weather from south. Wire instructions. Cruiser has been instructed to continue the search.

Havre, April 8.—A letter from Nantes states that the owners of the Commandant Marchand have requested the Minister of Marine to send a Government vessel to search for their barque.

On Board —
Posted Missing

DECISIONS.

3rd June 1903
10th June 1903

No. 2901.

*"S. V. Luckenbach"**1st of New York**Tons 2674 Gross 1730 net
Sabine Pass (Texas) for Marcus Hook. Philadelphia*

Application submitted

10th June 1903

REMARKS.

Subscribers making application

*C. F. Bowring & Co 13002
Willis Faber & Co Ltd 13181
1903**Interested as Insurance Brokers for Vessel
" " " " " Cargo*

Owner

*L. Luckenbach
New York*

Cargo

Crude Oil

Insurance effected at

*London, Liverpool,
& United States*

On Vessel

London

On Cargo

Philadelphia, May 20.—Advices received at Maritime Exchange to-day announce that British barque Skoda arrived Black River (Ja.), May 1, reports:—April 20, in lat. 37 33 N, long. 71 35 W, 250 miles off Cape Charels, she passed through water covered for miles with oil. This probably explains the loss of the tank steamer S. V. Luckenbach, which left Sabine Pass on March 22 for Marcus Hook (Pa.) with oil. Since date of sailing S. V. Luckenbach has not been heard from and has been given up for lost.

L. L. May 30th 1903

S. V. LUCKENBACH (s).—*Philadelphia, April 7.*—The steamer S. V. Luckenbach is reported to have left Sabine Pass March 21 for Marcus Hook. She left two days ahead of the steamer Roma, which arrived here last week.—*New York Herald.*

L. L. Apr 16th 1903

Latest Account

*Sailed from Sabine
Pass (Texas) for Marcus Hook,
Philadelphia, on the 22nd March
1903*

Crew:—

22

Apprentices

Number of Days out

*79
86*

COMMITTEE'S DECISIONS.

*On board
Posted Missing**10th June 1903
17th " 1903*

No. 2902

Waronis of Riga, Tager. 220 Tons Gross 138 Tons Net
Burntisland for Falkenberg (Sweden)

Application submitted

10th June 1903

REMARKS.

Subscribers making application

Arthur. E. Carey & Co 13163
1903

Interested as Insurance Brokers for Riga

Owner

F Faulbaum's heirs
Riga

Not in Lloyd's Register. In the Veritas
the owners are Messrs Beldt & Breinkopf of
Windau. According to Letter the Vessel
has since been transferred to F Faulbaum's
heirs of Riga.
180 Tons

Cargo

Coal

Letter from Agent 13366
1903

Insurance effected at

Riga

On Vessel

Lloyds &
The United Dutch Marine
Ins^{rs} Co^s

On Cargo

Latest Account

Sailed from Burntisland
for Falkenberg on the 2nd Feb^y.
1903

Crew:—

5

Apprentices

Number of Days out

127

134

COMMITTEE'S DECISIONS.

On board 10th June 1903
Posted Missing 17th June 1903

No. 2903

"Fides"

Steam Trawler of Hull Official Number 106,771
 Butcher, Tons 193 Gross 61 Net
 Longhope (Orkneys) for Iceland

Application submitted

17th June 1903

REMARKS.

Subscribers making application

Henry Head & Co^l 137/13
1903

Interested as Insurance Brokers

Owner

The Anglo-Norwegian Steam
Fishing Co^l

Cargo

On a Fishing Voyage

Insurance effected at

Lloyds &
 The Underland Total Loss } On Vessel
 Mutual S/S Ins^{co}

On Cargo

Latest Account

Sailed from Longhope
 (Orkneys) for Iceland on the
 16th February 1903, and was seen
 on the 18th February, 1903.

Crew:—

Apprentices

Number of Days out

~~120~~ 127

COMMITTEE'S DECISIONS.

On board 17th June 1903
 Posted missing 24th June 1903

FIDES (steam trawler).—Hull, March 18.—Grave fears are entertained for the safety of the steam trawler Fides, belonging to the Anglo-Norwegian Steam Fishing Company, of Hull. The Fides left port on Feb. 14, and was seen on the 18th of that month near Iceland, but she has not been seen or heard of since. Other trawlers which were out at Iceland at the time returned to Hull a week ago, and up to this morning there is no news of the Fides, so that the owners are anxious as to her safety.—Hull Daily News.

London, March 24.—Yesterday the Hull steam trawler Fides was given up by her owners as lost. The Fides left Hull on a fishing voyage to Iceland on Feb. 14, and called at Shetland. Shortly after leaving there a heavy gale was experienced, and the Fides has not been seen since.

FIDES.—Hull, April 1.—The steam trawler Rosalind arrived at St. Andrew's Dock, Hull, last night, and reported having seen the trawler Fides on the rocks at Iceland a total wreck.—[See issue of March 27.]

FIDES (s).—Hull, April 2.—The skipper of the steam trawler Rosalind corrects the report that he had seen the wreck of the trawler Fides on the rocks at Iceland. The last time he saw the missing trawler was in the St. Andrew's Dock two months ago.—[See issue of yesterday.]

L.L. Mch 19th 1903L.L. " 24th "L.L. April 2ndL.L. Apr. 3rd

No. 2904

Twee Broeders of Groningen, Jonstra 62 tons gross 48 net
 Maasluis for Berwick

Application submitted

1st July 1903

Subscriber making application

Josiah B. Lynch 14700/03

REMARKS.

Having been asked to do so by
 Messrs R. Mees & Sons, Rotterdam

Owner

Captain G. Jonstra

The owner was the captain.
 Letter enclosed from Mr. P. Fauchey whom
 Mr. Lynch supposes is his Agent, also
 Form signed by Mr. D. F. Rasker, "com. of
 'Twee Broeders'."

Cargo

Bone Dust

Insurance effected at

Groningen

On Vessel

Rotterdam

On Cargo

Latest Account

Sailed from Maasluis
 for Berwick on the 9th Mch 1903

TWEE BROEDERS.—Amsterdam, April 30.—
 Anxiety is felt for the safety of Dutch tjalk Twee
 Broeders, Jonstra, which left Maasluis March 9 for
 Berwick.

L. L. May 4. 1903

Crew:— 6

Apprentices

Number of Days out

113

Committee 1st July 1903

Application not entertained
 No insurances in the United Kingdom

COMMITTEE'S DECISIONS.

No. 2905

Du Couedic of Nantes, ~~Rignonek~~ 2297 tons gross 1732 net
 San Francisco for Sydney N.S.W.

Application submitted

1st July 1903

REMARKS.

Subscribers making application

David Willis
 147 64/03

Owner

Société Bretonne de Navigation

Cargo

Wheat

Insurance effected at

Paris Nantes London &
 Liverpool

On Vessel

San Francisco

On Cargo

Latest Account

Sailed from San
 Francisco for Sydney N.S.W.
 on the 24th December 1902.
 A previous report in Lloyd's List gave
 December 22 as the sailing date.

Crew:— 21

Apprentices

Number of Days out

188 — 195

COMMITTEE'S DECISIONS.

On Board —

1st July 1903

Posted missing —

8th July 1903

DU COUEDIC. — Sydney, N.S.W., May 6. — A schooner which has arrived here from the Southern Islands reports having discovered the abandoned wreck of a large barque in the vicinity of the Marshall Islands. It is surmised that the wreck is the missing French barque Du Couedic, which left San Francisco last December. A French warship has been despatched from a spot near Roumea to the scene of wreck. — Daily Mail Correspondent.

Jaluit, April 25. — The Carrie & Annie, which arrived here yesterday evening, reported that a barque, name unknown, is wrecked at Mille. — [See Du Couedic in issue of May 7.]

C.L. May 12 1903

June 9 1903

No. 2906

St. Lawrence

(twin screw hopper dredger) of Gibraltar
Official Number 110238, Law, 717 tons gross, 302 net
Gibraltar for Hull!

Application submitted

22nd July 1903

Subscribers making application

Holmwood & Holmwood Ltd.
16365/03

Interested as Brokers

Owner

The North Eastern Railway Co.
Hull.

Cargo

Ballast

400 tons dredger ballast.

Insurance effected at

Lloyd's Companies

On Vessel

On Cargo

Latest Account

Sailed from Gibraltar
for Hull on the 30th May 1903.Owners state vessel left Gibraltar on
the 29th May.

Crew:— 14

Apprentices

Number of Days out

52 59

ST. LAWRENCE (steam dredger).—Hull, June 23.
—Anxiety is being felt in Hull concerning the steam
dredger St. Lawrence, which is considerably overdue.
The dredger is owned by the N. E. R. Company, and
had been engaged on work at the Admiralty Harbour,
Gibraltar.—Hull Daily News.

L. L. June 24, 1903

FAYAL ... arrived
[BY TEL. JULY 27, 6 5 P.M.]
St Lawrence (dredger)
(put in to coal)

L. L. July 28. 1903

London, July 28.—St. Lawrence (dredger): In reply
to inquiry whether dredger St. Lawrence, put into Fayal
for coal, is the dredger of that name bound from
Gibraltar for Hull, Lloyd's Agent at Fayal telegraphs
as follows:—The name of the vessel is dredger St.
Laurence, arrived from Bermuda.

Morning Sheet July 29

COMMITTEE'S DECISIONS.

On Board — 22nd July 1903
Posted missing — 29th July 1903

No. 2907

Spes of Lillesand, Steensohn 716 tons gross 668 net.

London for Fremantle.

Application submitted

12th August 1903

REMARKS.

Subscribers making application

Robert A. Ogilvie
17624
03

Concerned in cargo

Owner

Akties 'Spes'
A. N. Gronn
Lillesand

Cargo

General

Insurance effected at

Arendal & Christiania

On Vessel

London & possibly elsewhere

On Cargo

Latest Account

Sailed from London
on the 11th January 1903 for
Fremantle

Crew:— 13

Apprentices

Number of Days out

~~212.~~ 217

COMMITTEE'S DECISIONS.

On Board — 12th August 1903
Posted missing 19th August 1903

No. 2908

Theodora of Christiansand, Kaspersen 1140 tons gross
1062 net
Rosario & Falmouth for Hull.

Application submitted

19th August 1903

REMARKS.

Subscribers making application

The London Ass^{ce} Corp^yInterested as Underwriters on
Cargo.

Owner

C. L. Andresen
Christiansand

Cargo

Linseed

Insurance effected at

Norway

On Vessel

London Assurance Corp^y &
North China Ins^{ce} Co^y Ltd

On Cargo

Latest Account

Sailed from Rosario for
Hull on the 17th April 1903 and
passed Dungeness on the 5th July, 1903.

Crew:— 16

Apprentices nil

Number of Days out

from sailing	140	147
passing	44	51

COMMITTEE'S DECISIONS.

On Board

19th Aug. 1903

Posted missing

26th Aug. 1903

Amsterdam, July 20.—Two dead bodies, dressed as seamen, were picked up off Nieuwe Diep and landed here July 18. On one of them was found a chart with German printed on the back, drawers marked "1 M 2, 28-5-97." The other clothes bore traces of linseed. There have further been brought in a white painted lifebuoy marked "s.s. Howick, North Shields," and part of a nameboard marked "Anssand."

THEODORA.—Christiansand, July 25.—The Norwegian iron ship Theodora, Kaspersen, from Rosario for Hull, with linseed, passed Dungeness July 5, but has not since been reported. It is, therefore, feared that she collided in the North Sea off the Dutch coast with a steam trawler, and that both vessels sank with all hands.—[See Amsterdam under "Miscellaneous" in issued of July 22.]

Amsterdam, Aug. 3.—A white-painted lifebuoy, marked "Theodora (P Theodora), Christiansand," was picked up at sea and landed at Ymuiden, Aug. 1.

ISABELLA WALKER.—London, Aug. 8.—The worst fears are now entertained for the safety of the South Shields sailing vessel Isabella Walker, which sailed from the Tyne for Exeter a month ago. She was last spoken off Whitby three hours after leaving Shields, and from that time nothing has been heard of her or her crew (seven in number). Information has been received that the missing vessel's boat was passed in a damaged condition, and four days after the Isabella Walker took her departure a large quantity of wreckage was seen off the Dudgeon Lightship. It is concluded that she must have gone down after collision with the Norwegian ship Theodora, which should have reached Hull early in July from Rosario, but has not been heard of.—Daily Telegraph.—[See paragraph relating to Theodora in issues of July 30 and Aug. 5.]

No. 2909

Maud Moulton

of Shelburne Official number 111689

Poole, 99 tons register
Cadiz for Burgeo N.F.

Application submitted

26th August 1903

REMARKS.

Subscribers making application

Holmwood & Holmwood Ltd

Interested as Brokers

Owner (Registered) George R. Moulton, Burgeo
" (Real) J. Moulton, Burgeo

Letter received by Messrs Holmwood & Holmwood from J. Moulton states his son George R. purchased vessel at Shelburne in 1902 for him, and owing to laws relating to shipping his name had to be put on register as owner. Since then there was not time to send register away for transfer. Letter continues "I am the real owner and owned every inch of everything in her."

Cargo

Salt

Insurance effected at

Lloyd's and Companies

On Vessel

On Cargo

Latest Account

Sailed from Cadiz
for Burgeo N.F. on the
11th April 1903

Crew:— 6

Apprentices

Number of Days out

~~136~~ 143

COMMITTEE'S DECISIONS.

On Board

26th Aug 1903

Posted missing

2nd Sept. 1903

No. 2910

Isabella Walker of South Shields, ^{E. S.} Holmes, official
 number 56450, 179 tons gross, 166 net
 Tyne for Exeter

Application submitted

2nd Sept. 1903

Subscribers making application

E. S. Holman ¹⁹¹⁴⁷/₀₃

REMARKS.

Interested as Insurance Broker.

Owner

M. Pearson
South Shields

Cargo

Coal

320 tons of Wallsend & Hebburn Gas Coal
Agt Newc. ¹⁹⁴⁸⁹/₀₃

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from the Tyne for
Exeter on the 6th July, 1903

Crew:— 7

Apprentices —

Number of Days out

~~57~~ 64

ISABELLA WALKER.—London, Aug. 8.—The worst fears are now entertained for the safety of the South Shields sailing vessel Isabella Walker, which sailed from the Tyne for Exeter a month ago. She was last spoken off Whitby three hours after leaving Shields, and from that time nothing has been heard of her or her crew (seven in number). Information has been received that the missing vessel's boat was passed in a damaged condition, and four days after the Isabella Walker took her departure a large quantity of wreckage was seen off the Dudgeon Lightship. It is concluded that she must have gone down after collision with the Norwegian ship Theodora, which should have reached Hull early in July from Rosario, but has not been heard of.—*Daily Telegraph*.—[See paragraph relating to Theodora in issues of July 30 and Aug. 5.]

L.C. Aug. 8, 1903

COMMITTEE'S DECISIONS.

On Board. — 2nd Sept. 1903
 Posted missing — 9th Sept. 1903

No. 2911

Klek ¹⁸¹ of Fiume, Sepich, 3842 tons gross, 2486 Net
Colombo for Port Said

Application submitted

23rd September 1903

REMARKS.

Subscribers making application

A.C. Allan
(Willis Faber & Co^l Ltd) ²¹²³⁷/₀₃

Interested as underwriters on Hull

Owner

Società in Azioni
Ungaro-Croata per la Navigazione Libera
Fiume

Cargo

Sugar

Insurance effected at

Fiume

On Vessel

Re-insurances on Hull and Cargo effected
in London ²¹²³⁷/₀₃

Abroad

On Cargo

Latest Account

Sailed from Colombo
for Port Said on the 16th July 1903

Crew:— 30

Apprentices —

Number of Days out

~~68~~ 75

COMMITTEE'S DECISIONS.

On board 23rd Sept 1903
Ported missing 30th Sept 1903

No. 2912

Helen Brewer of Boston, Mass. Mahany
 1607 Tons gross 1517 net
 1582 1582
 Sourabaya for Delaware Breakwater, f. o.

Application submitted

30th Sept. 1903

REMARKS.

Subscribers making application

Sidney Wishart 21256₀₃H. J. Kleinwort 21612₀₃

Interested as Broker having
 effected insurances
 Interested as Owner of cargo

Owner

E. Brewer & Co.
 27 Kilby Street
 Boston Mass.

Cargo

Sugar.

Insurance effected at

Lloyd's

On Vessel.

United States Lloyd's New York

On Cargo

Latest Account

Sailed from Sourabaya
 for Delaware Breakwater, for
 orders, on the 7th March 1903.

Crew:— 22.

Apprentices

Number of Days out

207 214

COMMITTEE'S DECISIONS.

On Board — 30th Sept. 1903
 Posted missing — 7th Oct. 1903

HELEN BREWER.—Sourabaya, March 3, 1 p.m.
 —Helen Brewer aground 13 miles from Sourabaya.
 Will probably be got off after lightening. Makes no
 water.

HELEN BREWER.—Sourabaya, March 5, 4 15
 p.m.—Helen Brewer is now afloat. No damage
 occurred.

London, July 22.—Helen Brewer: Following cable
 received from the owners of above vessel in reply to
 one asking if she would call at St. Helena:—Captain
 intended calling. Our opinion she has passed St.
 Helena.

London, July 30.—Helen Brewer: Following is extract
 of letter received from the owners to-day:—The captain
 wrote us he intended calling at St. Helena, as he was
 short of coal. Our opinion is, however, that he has
 passed St. Helena without calling.

London, Aug. 10.—In answer to inquiry asking for
 the latest news of Helen Brewer, the owners write as
 follows:—Our latest advices were in a letter from
 captain, dated near Sourabaya, March 7, vessel was to
 sail at 3 p.m. that day.—[See issue of Aug. 6.]

L.L. Mch 3 1903

5 1903

July 22. 1903

July 30 1903

Aug. 10 1903

No. 2913

Miltonpark of Glasgow, official number 86698, Tumbilly
 1520 Tons gross, 1394 net.
 Liverpool for Fremantle.

Application submitted

30th Sept 1903

REMARKS.

Subscribers making application

W. Arthur Bradford ²¹⁶³⁴/₀₃

Interested as Broker

Owner

George Gordon & Co
 Henry Grierson, Managing Partner
 48 West Regent Street, Glasgow.

Cargo

General.

Insurance effected at

Lloyd's Liverpool clubs } On Vessel
 & Glasgow Underwriters

On Cargo

Latest Account

Sailed from Liverpool for
 Fremantle on the 31st Mch 1903, was
 spoken on the 23rd April lat 10.36 N.
 long. 27.20 W., and supposed to have
 been seen on the 2nd June in lat 38.35 S.
 long. 51.10 E.
 Crew:— 21

Apprentices 3.

Number of Days out

from sailing	+82	+96	203
speaking	+59	+73	150
supposed sighting	+19	+33	142

COMMITTEE'S DECISIONS.

Deferred 14 days	30 th Sept 1903
On Board	14 th Oct 1903
Posted missing	21 st Oct 1903

MILTONPARK—London, Sept. 23.—Miltonpark:
 The owners of this ship write:—We have had intima-
 tion that the ship Ormsary spoke the Miltonpark on
 June 3, in 39 S, 51 E. It was blowing a hurricane at
 the time. The Ormsary was under bare poles, but the
 Miltonpark evidently had some canvas set. After the
 gale the Ormsary could see nothing of the Miltonpark.

MILTONPARK—London, Sept. 24.—Miltonpark:
 Owners write as follows under date of Sept. 24:—We
 learn that the captain of the Ormsary saw a ship which
 he took to be the Miltonpark, but he did not signal. On
 June 2 the captain of the Ormsary prepared his vessel
 for a heavy shift from the SSW, and shortly afterwards
 his ship was struck by a hurricane squall. After the
 gale was over he remarked that there was no sight of
 the other ship, and bearing at Newcastle the Milton-
 park was overdue he supposed it was her he saw at the
 time. Her position was about lat. 38 S, long. 51 E.

L L Sept 23. 1903

21 1903

No. 2914

Thistle of Fremantle, official number 102225, O. Williams
 1227 tons gross 1147 net
 Bunbury for East London

Application submitted

30th Sept. 1903

REMARKS.

Subscribers making application

Mackinnon & Co
 21770

Interested as Brokers on Cargo.

Owner

J. Bateman
 Fremantle

Telegram from Owner accompanies application

Cargo

Jarrah Wood.

Insurance effected at

Lloyd's

On Vessel.

On Cargo

Latest Account

Compensation in
 Sailed from Bunbury for East London on the 10th May 1903.

Owner telegraphs vessel sailed on the 9th May 1903.

Crew:— 18.

Apprentices

Number of Days out

~~142~~ ~~154~~ 163

COMMITTEE'S DECISIONS.

Deferred 14 days - 30th Sept. 1903
 On Board - 14th Oct. 1903
 Posted missing - 21st Oct. 1903

No. 2915

Ierne of Dublin official number 108815, Gallaher
494 tons gross 242 net.
Newport (Mon) for Dublin

Application submitted

30th Sept. 1903

REMARKS.

Subscribers making application

A. B. Damant

21772
03

Owner

M. Murphy
94 North Wall
Dublin

Cargo

Coal

Insurance effected at

Lloyds

On Vessel

Union of Canton Co

On Cargo

Latest Account

Sailed from Newport Mon
for Dublin on the 10th Sept
1903.

Crew:— 13.

Apprentices

Number of Days out

19-26

"The 'Ierne' loaded at Newport a cargo of 588 tons
19 cwt of 'Ebbw Vale Coal' on the 10th Sept last
when she sailed. She took 30 tons of bunker coal.
The 'Ebbw Vale' coal is a bituminous steam
coal. It is a pure coal and shipped largely.
Agt Newport 22259
03

IERNE (s).—London, Sept. 15.—Dublin steamer
Ierne, the property of Mr. Michael Murphy, which left
Newport, Monmouth, with a cargo of coal for Dublin
last Thursday morning, has not yet arrived in port, and
last night all hopes for her safety were practically
abandoned.

IERNE (s).—London, Oct. 3.—There now seems to
be no doubt that there has been a shipping disaster in
the Bristol Channel, and that a vessel has gone down
with all hands. The facts that five or six bodies have
since the great storm of Sept. 10 been washed ashore
on the Gower coast, that all are seafaring men, and
that all seem to hail from Dublin, leads to the conclu-
sion that the steamer Ierne, of Dublin, which left
Newport on the day of the storm for Dublin, laden
with coal, and has not been heard of since, met with
disaster on her voyage. On the body of the man found
on Wednesday at Three Cliffs Bay was a pawnticket
bearing the name of Berritt, and it now appears that
there was a man of that name on board the Ierne.

COMMITTEE'S DECISIONS.

On Board — 30th Sept. 1903
Posted missing — 7th Oct 1903

L. L. Sept 15 1903

Oct. 3. 1903

No. 2912.

Mary & Annie of Hull, official number 29657
 80 tons register
 Hull for Gravesend

Application submitted

14th Oct. 1903

REMARKS.

Subscribers making application

S. Lea Smith $\frac{22385}{03}$ Interested as Broker on behalf of
 cargo insured

Owner

Charles Thompson
 Messrs E. Thompson & Sons
 48 Hedon Road, Hull

Cargo

Coal

"Mary & Annie" loaded here 126.4/20 tons of
 Whitwood Silkstone House coal.We understand there was nothing
 special about the cargo which is
 the same as generally shipped
 here for London & other ports Agt Hull
 22570
 13

Insurance effected at

Lloyd's

On Vessel.

On Cargo

Latest Account

Sailed from Hull for
 Gravesend on the 10th Sept. 1903.

Confirmed in L.L.

Crew:— 4

Apprentices Nil

Number of Days out

~~33~~ 50 11

COMMITTEE'S DECISIONS.

Deferred 21 days — 14th Oct. 1903
 On Board — 4th Nov. 1903
 Ported missing — 11th Nov. 1903

No. 2913

Finsbury 181 of London, Official Number 82795, Edw. Jones
Tons 1854 gross, 1174 net
Kobe for Yokohama

Application submitted

4th Nov 1903

REMARKS.

Subscribers making application

Herbert A. Harris 23929
03Interested as Insurance Brokers for
owner

Owners

The Britain Steam Ship Co Ltd
Watts Watts & Co Managers
London

Cargo

General goods

Insurance effected at

London

On Vessel

Unknown

On Cargo

Latest Account

Sailed from Kobe for
Yokohama on the 22nd Sept. 1903

Yokohama, Sept. 28, 12 30 p.m.—Finsbury (s), Kobe
for Yokohama, left Sept. 22, has not arrived, and
anxiety is felt for her safety.

L.L. Sept. 28, 1903

London, Sept. 30.—Finsbury (s): A telegram received
from Kobe, yesterday, states:—Finsbury sailed from
Kobe last Tuesday, 22nd, for Yokohama, and has not
since been heard of. In all probability a British man-
of-war will be sent.

" 30 1903

London, Oct. 5.—Finsbury (s): The following tele-
gram has been received this morning from Kobe:—
Under instructions from the Admiral at Hong Kong,
the British gunboat Espiegle sailed from Kobe to-day
searching.

" Oct. 6 1903

FINSBURY (s).—London, Oct. 7.—The following
message has been received this morning from Kobe:—
The Espiegle has returned here, but brings no news of
the Finsbury; to the best of their belief she foundered
at sea in a gale with all hands on board on or about
Sept. 22; the Sirius has received instructions from
the Admiral to assist the commander, but we have
telegraphed that it is useless pursuing the matter any
further.

7 1903

Confirmed

Crew:— 26

Apprentices 2.

Number of Days out

42-49

COMMITTEE'S DECISIONS.

On Board — 14th Nov 1903
Ported missing — 11th Nov. 1903

No. 2914

Loch Long of Glasgow, Official Number, 76726, Strachan
Tons 1261 gross, 1203 net
New Caledonia for Glasgow

Application submitted

4th November 1903

REMARKS.

Subscribers making application

S. Baddeley 24 24⁶/₀₃

Interested as Broker on Ship.

Owners

General Shipping Co Ltd
Aitken Lilburn & Co Managers
80 Buchanan Street Glasgow

Cargo

Chrome Ore

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

LOCH LONG.—London, Oct. 14.—A Cable received from Sydney states:—Loch Long: Wreckage found, Chatham Island, consider case hopeless.

L.L. Oct 14 1903

LOCH LONG.—Christchurch, Oct. 16, 12 40 p.m.—Some wreckage has been found at Chatham Islands, Aug. 23; a piece has on it the name "Loch Long."—[See issue of Oct. 14.]

LOCH LONG.—Glasgow, Oct. 16, 1 35 p.m.—Cable received from Sydney Agents this morning reads:—Loch Long: Magistrate Chatham Islands reports wreckage has been picked up marked "Loch Long," life-buoy, tiller handle, also cabin door and small wreckage without name.

16 1903

LOCH LONG.—Christchurch, N.Z., Nov. 5, 5 p.m.—Loch Long: Steamer Hinemoa searched Chathams; wreckage strewn along the coast. Afraid totally lost. All on board lost.

Nov. 5 1903

Confirmed in L.L.

Latest Account

Sailed from New Caledonia
for Glasgow on the 29th April
1903.

Crew:— 21

Apprentices 3

Number of Days out

188 195

COMMITTEE'S DECISIONS.

On Board — 4th Nov. 1903
Posted missing — 11th Nov. 1903

No. 2915

Napoli

(S)

of Bergen, A. moe Tons 577 gross 358 net

Sunderland for Barcelona

Application submitted

4th Nov. 1903

REMARKS.

Subscribers making application

W. S. Partridge & Co. ^{24 25 26}/₀₃

Interested as Charterers & Agents for Owners of cargo.

Owner

P. Hamre
Bergen

Cargo

Coal

"Steamer loaded a full cargo of Lambton Small coal, and bunkered with Lambton Unscreened Steam" Aq. Sunderland 24 25 26

Insurance effected at

Bergen (Norwegian Club) } On Vessel

Lloyd's } On Cargo

Latest Account

Sailed from Sunderland for Barcelona on the 9th Sept. 1903, and passed Flamborough Head on the same day.

London, Sept. 19.—From the great quantity of wreckage in the Channel fears are entertained for the safety of several vessels. A steamer's boat bearing the name Napoli has driven ashore near Gravelynes. Ostend mail steamers report a wreck with projecting mast near the Goodwin.

L. L. Sept. 19, 1903

NAPOLI (s).—London, Sept. 21.—Following extracted from South Wales Daily News of to-day:—It is feared (says a Dover news agency) that the sunken vessel reported near the Goodwin Sands by the Dover-Ostend mail steamers is the steamer Napoli, which left Sunderland on Sept. 8 for Barcelona. On Saturday two of the Napoli's boats were washed ashore east of Calais, and the steam trawler Domino picked up a seaman's body in a lifebelt near the wreck. It is believed all hands must have perished.

" " 21, 1903

Calais, Sept. 24.—The Cairnmore (s), from the Baltic, reports: Sept. 23, noon, eight miles NE of North Hinder Lightship, passed a floating lifeboat, about 20 feet long, black top, about 2 feet, and white bottom. May have come from steamer Napoli, from which other wreckage has been found.

" " 26 1903

Bergen, Sept. 24.—According to information received by the owners from Dunkirk, a compass and binnacle with a brass plate marked "J. Krohn, Bergen," probably from the steamer Napoli, has been picked up near Calais.—[See Calais in issue of yesterday.]

" Oct. 1, 1903

Confirmed - L.L.

Crew:— 13.

Apprentices

Number of Days out

~~55~~ 62

COMMITTEE'S DECISIONS.

On Board -

14th Nov. 1903

Ported missing -

11th Nov. 1903

No. 2916

Corolla

of Swansea Official number, 70989, H. S. Culpin,
Tons 1328 gross 1264 net.
Port natal for Valparaiso.

Application submitted

4th Nov. 1903

REMARKS.

Subscribers making application

Leonard Goddard ²⁴³⁸⁸

Interested as Broker.

Owner

J. B. Jenkins
1 Cambrian Place
Swansea

Cargo

Ballast

750 tons

Insurance effected at

Liverpool and
London (Lloyd's & Company) } On Vessel.

} On Cargo

Latest Account

Sailed from Port natal
for Valparaiso on the 31st May 1903.

Confirmed in L.L.

Crew:—

17

Apprentices

1

Number of Days out

~~156~~ 163

COMMITTEE'S DECISIONS.

On Board — 4th Nov. 1903.
Ported missing — 11th Nov. 1903.

No. 2917

Polly Prestonof Carnarvon, official number 47763
Nicholas, Tons 131 gross 98 net

Bremen for Palnackie.

Application submitted

11th November 1903

REMARKS.

Subscribers making application

B. F. Waleham ²⁴⁶⁷²/₀₃Interested as Agent for Elizabeth
Nicholas.

Owner

David Nicholas
Mrs E. Nicholas, Manager
49 New Street
Portmadoc

Cargo

Kainit (Chemical manure)

Insurance effected at

Unknown

On Vessel

Lloyds On Freight and Captain's
Effects.

Unknown

On Cargo

Latest Account

Sailed from Bremen
on 2nd September 1903 for
Palnackie
Lloyd's list states sailed for England

POLLY PRESTON.—London, Oct. 17.—Fears are entertained with regard to the safety of the Portmadoc schooner Polly Preston, Nicholas. The schooner left Bremen on Sept. 3 with a cargo of salt for Palnackie, Scotland. The passage would, in ordinary circumstances, take ten days, but 43 days have elapsed without any news since the vessel left Bremen.—Standard.

L. L. Oct. 17, 1903

Crew:— 5

Apprentices Nil

Number of Days out

49 70

COMMITTEE'S DECISIONS.

On Board — 11th Nov. 1903
Posted missing — 18th Nov. 1903

No. 2918

August of Bremen, Albrecht 1564 tons gross 1481 net
New York for Liverpool

Application submitted

18th November 1903

REMARKS.

Subscribers making application

J. H. Ott ^{2502g}₃

Interested as Insurance Broker on Cargo

Owners

Siedenburg Wendt & Co
Bremen

Cargo

Naphtha & Gasoline

Insurance effected at

On Vessel

Lloyd's and Companies

On Cargo

Latest Account

Sailed from New York
for Liverpool on the 1st Aug. 1903

Confirmed in L.L.

Crew:— 19

Apprentices nil

Number of Days out

~~108~~ ~~122~~ 129

COMMITTEE'S DECISIONS.

Deferred 14 days - 18th Nov. 1903
On Board - 2nd Dec. 1903
Ported missing - 9th Dec. 1903

No. 2919

Stadt 151 of Bergen, Rein, 1926 tons gross, 1172 net

Skadovsk & Portland (Dor) for Stockholm
(Near Odessa)

Application submitted

24th Nov. 1903 A.C.
25th Nov. 1903

REMARKS.

Subscribers making application

A. G. Kleinwort 24991/3

Interested as Broker for Shippers of Cargo.

Owner

D. Hagemann
Bergen

Cargo

Rye

Insurance effected at

Norway

On Vessel

London

On Cargo

Terschelling, Oct. 16.—A lifebuoy, marked "D.S. Stad Bergen," has been picked up in the North Sea.

STADT (s).—Bergen, Oct. 23.—Anxiety is felt for the safety of the steamer Stadt, of Bergen, Rein, from the Black Sea for Stockholm, with grain. A lifebuoy from this steamer has been picked up in the North Sea. —[See Stad Bergen (s) in issue of Oct. 21.]

Amsterdam, Oct. 30.—A lifebuoy, marked "D.S. Stad. Bergen," has been picked up at sea and landed at Terschelling.—[See Terschelling under "Derelicts and Wreckage," in issue of Oct. 21.]

L.C. Oct. 21, 1903

" 26, 1903

" 31, 1903

Latest Account

Sailed from Portland (Dorset) for Stockholm on the 8th October 1903, bound from Skadovsk.

Confirmed in L.L.

Crew:— 22.

Apprentices

Number of Days out

~~46~~ 47 54

COMMITTEE'S DECISIONS.

On Board by A.C. — 24th Nov 1903
On Board — 2nd Nov 1903
Ported missing — 2nd Dec 1903

No. 2920

Daisy of Risoer, Halborn, 469 tons gross 442 net
Belize for Goole

Application submitted

2nd Dec. 1903

REMARKS.

Subscribers making application

A. E. Carey & Co. -
26384
93Interested as Brokers for the
Owners of the cargo.

Owner

J. W. Petersen
Risoer

Cargo

Logwood

Insurance effected at

Grinstad

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Belize for Goole on the 8th August 1903
Conformed in L. L.

Crew:- 10

Apprentices

Number of Days out

115 120

COMMITTEE'S DECISIONS.

Deferred 14 days - 2nd Dec 1903
On Board - 16th Dec 1903
Ported missing - 23rd Dec 1903

No. 2921

Aristides of Aberdeen, official number 70454 W. J. Poppy
Tons 1721 gross 1661 net
Caleta Buena (Chili) for San Francisco.

Application submitted

2nd Dec. 1903

REMARKS.

Subscribers making application

A. H. Poole ²⁶⁶³²/₀₃
and J. Thompson ²⁶⁶⁰²/₀₃

Interested as Owner.

Owner

G. Thompson & Co
A. D. Henderson, Managing Partner
Aberdeen

Cargo

Nitrate

Insurance effected at

Lloyd's

On Vessel

British & Foreign Marine
Insurance Co

On Cargo

Vessel was uninsured by owners.
Only £200 were insured on the vessel.

Latest Account

Claimed

Sailed from Caleta
Buena (Chili) for San
Francisco on the 28th May 1903

London, Oct. 12.—H.M.S. Amphion has been directed to re-visit Galapagos Islands and H.M.S. Shearwater to visit the islands of Clipperton, Revilla Gigedo, Alijos and Guadalupe next month in search of the vessel Aristides.

L.C. Oct. 15 1903

London, Oct. 31.—The owners of the ship Aristides have received information from the master of the barque Bankleigh, which arrived at Tocopilla Sept. 16, from Whatcomb, to the effect that his vessel encountered a severe hurricane on July 11, in lat. 17 N, long. 125 10 W, which gale may also have been encountered by the Aristides.

" 31 1903

ARISTIDES.—London, Nov. 14.—Aristides, Caleta Buena for San Francisco.—The following is extract of telegram received by the Admiralty from the Commander-in-Chief on the Pacific Station: Amphion (H.M.S.) has arrived at Panama, and reports no trace of Aristides on Galapagos Islands.

" Nov. 16 1903

ARISTIDES.—London, Nov. 27.—A telegram, dated Nov. 25, has been received at the Admiralty from the Commander-in-Chief Pacific Station as follows:—Shearwater arrived Acapulco, reports no trace Aristides.

" 27 1903

Crew:— 23

Apprentices 3

Number of Days out

~~187~~ 194

COMMITTEE'S DECISIONS.

On Board — 2nd Dec. 1903
Posted missing — 9th Dec. 1903

No. 2922

Exe, Solent and Humber

(in tow)

barges of Appledore
not measured

Appledore for London.

Application submitted

23rd December 1903

REMARKS.

Subscribers making application

John B. Pickford 36 076
03

Interested as Insurance Broker

Owner

R. Beck & Sons
Appledore

Cargo

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Confirmed

Sailed from Appledore
on the 25th November 1903 in tow of
tug Challenge for London, and
were off the Isle of Wight on the
27th November 1903.

Crew:—

Apprentices

NO. 91 (EXE).—London, Dec. 1.—Three steel
barges 91 (Exe), 92 (Solent), and 93 (Humber) in tow of
tug Challenge, from Appledore, Nov. 25, for London.
Information has been received that the above barges
broke adrift from the tug off the Isle of Wight on Friday
afternoon last, and have not since been heard of.

C.L. Dec. 2, 1903

Number of Days out

from sailing 27
Isle of Wight 25

COMMITTEE'S DECISIONS.

Application declined

No. 2923

Petofi ¹⁵¹ of *Fiume*, *Thianich* Tons 2232 gross 1401 net
Messina for West Hartlepool & Leith

Application submitted

23rd December 1903

REMARKS.

Subscribers making application

H. J. Mountain ³⁵⁹⁴⁵/₀₃

Interested as Broker - Cargo & Hull

Owner

Royal Hungarian Sea Nav. Co Adriatic
Fiume

Cargo

Flour & Barley

Flour in Bags - Barley in bulk and bags.
 also 36 tons water ballast.

Insurance effected at

in Austria &
 re-insured at Lloyd's partly } On Vessel

London
 Companies & Lloyd's } On Cargo

Latest Account

Sailed from Messina
 for West Hartlepool & Leith on the
 28th October 1903.

Lloyd's List states cleared Messina
 October 28 for West Hartlepool.

London, Nov. 20.—Petofi (s): Owners say that
 steamer was awaited in West Hartlepool 12th or 13th
 inst., but until now they have no information regarding
 her. Two other steamers, however, of the Adria Line,
 which were making the same voyage at this time,
 arrived there and report good weather during the
 voyage, so that the owners hope the Petofi will have
 only damage to machinery and still arrive.

L.C. Nov 20 1903

Crew:— 26

Apprentices

Number of Days out

~~55~~ 62

COMMITTEE'S DECISIONS.

On Board — 23rd Dec. 1903.
 Ported missing — 30th Dec. 1903.

No. 2924

Alvina 161 of Rotterdam, Jager, Tons 1571 gross 993 net

Decide for Rotterdam

Application submitted

23rd December 1903

REMARKS.

Subscribers making application

A. G. Allan 36247²⁰

Messrs Willis Faber & Co. Ltd.

Interested as Broker for the
Hull Insurance

Owner

Holland Zelf Stoomvaart Maats.
J. de Boorter Manager
Rotterdam

Cargo

Iron ore

Insurance effected at

London & Rotterdam

On Vessel

On Cargo

Latest Account

Sailed from Decide for
Rotterdam on the 25th November 1903
and passed St. Mattheu, Finistere
on the 27th November 1903

Confirmed in L.L.

Crew:— 20

Apprentices

Number of Days out

from sailing ~~27~~ ~~31~~ 41
" St Mattheu ~~25~~ ~~32~~ 39

COMMITTEE'S DECISIONS.

Deferred 7 days — 23rd Dec 1903
On Board — 30th Dec 1903
Posted missing — 6th Jan 1904

No. 2925

Elise of Fiskebackskil, ^(Sweden) Gren, 164 tons gross 143 net

Middlebrough for Åhus (Sweden)

Application submitted

23rd Dec. 1903

REMARKS.

Subscribers making application

B. F. Walsham

36345
03

Interested as agent for cargo owners

Owner

H. M. Gren
Fiskebackskil

Cargo.

Salt

Insurance effected at

Unknown

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Middlebrough bound for Åhus on the 6th Sept. 1903.

Crew:— 7

Apprentices

Number of Days out

~~107~~ 111

COMMITTEE'S DECISIONS.

On Board — 23rd Dec. 1903
 Ported missing — 30th Dec. 1903

No. 2926

Thalia of Hamburg, Meyer, 1464 tons gross, 1354 net.
Iquique for Channel f.o.

Application submitted

6th Jan'y 1904

REMARKS.

Subscribers making application

A. G. Allan

Messrs Willis Tabor & Co

154
94Interested as Insurance Broker
for ship.

Owners

B. Wencke Söhne
Hamburg

Cargo

Nitrate of Soda in bags

Insurance effected at

London

On Vessel

Hamburg

On Freight

Unknown

On Cargo

Latest Account

Sailed from Iquique
for Channel, for orders, on
the 8th August 1903.

London, Nov. 17.—Thalia: According to a Liverpool paper of to-day, the Reinbek, at Rotterdam, reports having passed a lifebuoy and spar on Oct. 28, in lat. 43 N. long. 24 W, marked "Thalia Hamburg."—[Another account.]—Following is translation of telegram received from Rotterdam, dated Nov. 16, signed Thiessen (Captain of Reinbek, at Rotterdam). Thalia—ship's wreckage a lifebuoy, a reserve spar apparently royal yard floating. Nothing further.

L.C. Nov. 17. 1903

THALIA. — Rotterdam, Nov. 19. — The lifebuoy marked "Thalia, Hamburg" was passed by the Reinbek at 3 p.m., Oct. 28, in lat. 43 37 N, long. 24 24 W. The mate states that it could not be picked up.

" " 20 1903

Sailing confirmed in L.L.

Crew:— 19

Apprentices 1

Number of Days out

~~150~~ 178 185

COMMITTEE'S DECISIONS.

Deferred one month - 6th Jan'y 1904
On Board - 3rd Feb'y 1904
Posted missing - 10th Feb'y 1904

No. 2927

Fortuna

151 of Flensburg, Petersen, 533 tons gross, 323 net.

Blyth for Flensburg

Application submitted

10th Feby 1904

REMARKS.

Subscribers making application

L. G. Hentze $\frac{3354}{64}$

Interested as Insurance Broker.

Owner

F. W. Bruhn
Flensburg

Cargo

Coal.

632 Tons 5 cwt bowpen large Steam Coal
and 54 tons Bunkers. at Blyth $\frac{3300}{64}$

Insurance effected at

Hamburg Bremen & Mannheim } On Vessel

England. } On Cargo

Latest Account

Sailed from Blyth
for Flensburg on the 7th Jan 1904

Flensburg, Jan. 15.—Anxiety is felt for the safety of the steamer Fortuna, Petersen, which left Blyth on Jan. 7 for Flensburg. She is said to have been seen three days ago off Sprogø, but has not been reported as passing the Scaw. The salvage steamer Adler has gone to search for her.

FORTUNA (s).—Flensburg, Jan. 20.—The steamer Fortuna, Petersen, which left Blyth Jan. 7 for Flensburg, with coal, has not yet arrived.—[See issue of Jan. 18.]

L.L. Jan 18 1904

22 1904

Crew:— 13

Apprentices

Number of Days out

 $\frac{33}{40}$

COMMITTEE'S DECISIONS.

On Board

10th Feby 1904

Ported missing

17th Feby 1904

No. 2928

Paris of Nantes, F. le Guével, 2333 tons gross 1740 net
Hamburg & Cherbourg for Honolulu & San Francisco

Application submitted

23rd Feby 1904 A.C.
24th Feby 1904

REMARKS.

Subscribers making application

O. S. Holmden $\frac{4006}{04}$

Interested as Agent for the Owners.

Owner

La Société Anonyme des
Longs-couvriers Français
Paris

Cargo

General merchandise

Insurance effected at

Liverpool London & Nantes } On Vessel.

£2000 insured with United Kingdom Mutual Ass-
£1000 . . . International Mutual Marine
(both Liverpool Clubs) and £1000 with Empire Ass-ns

Hamburg & New York } On Cargo

Latest Account

Sailed from Hamburg for
Honolulu and San Francisco on the
10th May 1903, from Cherbourg on the
16th May 1903, and was spoken on the
26th June 1903, in lat. 19 S long 39 W.

Owners state vessel sailed from
Hamburg on the 11th May 1903.

Crew:— 24

Apprentices

San Francisco (by Cable received Jan. 15).—La
Bruyere reports having seen three vessels off Horn,
having lost sails. Thinks one was Paris. G.C. Jan 15, 1904

Number of Days out

from Hamburg 288 289 296
" Cherbourg 282 283 290
" Speaking 247 248 249

COMMITTEE'S DECISIONS.

On Board by A.C. — 23 Feb. 1904
On Board — 24 Feb. 1904
Ported missing — 2 Mar. 1904

No. 2929

Martaban of Liverpool, official number 118003 S.P. Kearn Tons 1962 gross
1820 net
Pekalongan - Barbados.

Application submitted

2nd March 1904

REMARKS.

Subscribers making application

H.B. Sedgwick 5201/04

Interested as Underwriter

Owner

British & Eastern Shipping Co Ltd
3 Cook Street
Liverpool

Cargo

Sugar

Insurance effected at

Lloyd's & Liverpool Coys

On Vessel

On Cargo

Latest Account

Sailed from Pekalongan
for Barbados on the 12th Sept. 1903
and passed Anjer on the
21st Sept. 1903.

Lloyd's List states sailed from Java on
Sept. 12 and passed Anjer Sept 22

Crew:— 26

Apprentices 1

Number of Days out

from sailing ~~171~~ 185 192
from Anjer ~~162~~ 174 183

COMMITTEE'S DECISIONS.

Deferred 14 days 2nd March 1904
On Board 16th " 1904
Posted Missing 23rd " 1904

No. 2930.

Loch Bredan

of Liverpool official number 86201, T. Williams
Tons 982 gross 950 net
Adelaide for Port Natal.

Application submitted

9th March 1904

REMARKS.

Subscribers making application

A. H. Hobdell
(Messrs R. W. Shepard & Co.) 5448
Rose Thomson Young & Co. 5165

Interested as Insurance Broker.

Interested as Brokers on Cargo

Owner

James Sproat & Co.
28 Chapel Street
Liverpool.

Cargo

Compressed Fodder.

COMPRESSED FODDER.—A correspondent at Adelaide reports that in compressed fodder there are 6 lb. oats and 2 lb. bran to every 20 lb. of chaff. This is packed into bales weighing from 106 lb. to 111 lb. each, and by hydraulic machinery pressed into bales of a uniform size, measuring two cubic feet, and afterwards kiln dried, covered with gunny cloth and hooped with two iron bands. Stowage room in a vessel is calculated at not exceeding 45 cubic feet, as against wheat in bags of about 55 cubic feet. [5,165.]

Insurance effected at

London & Liverpool

On Vessel

London & Liverpool

On Cargo

Latest Account

Sailed from Adelaide for
Port Natal on the 1st Sept. 1903,
and was spoken on the 15th Sept.
1903, in lat 36S long. 123E

Crew:— 19 & Captain's wife and child.
Apprentices nil.

Number of Days out

from sailing 189 196
speaking 175 182

COMMITTEE'S DECISIONS.

On Board

Posted Missing

9th March 1904
16th " 1904

25/1/94 THE BARQUE LOCH BREDAN.

The following is a list of the crew of the barque Loch Bredan, which is now many days overdue on the voyage from Port Adelaide to South Africa:—Thomas Williams (master), J. M. Scott (first mate), G. Howell (second mate), J. A. Gibbons (carpenter), C. L. Williams (sailmaker), W. Williams (cook and steward), A. Gaerrens, H. Skinner, D. Friel, T. Williams, T. T. Gunn, N. M. McKenzie, F. Bricknall, R. Lepper, C. Nelson, J. L. James (A.B.'s), G. Hartfield, L. J. Monaghan, C. Burns (O.S.), S. Thomas (boy). The captain's wife (Mrs. Williams) is also on the articles as stewardess. Five men—McKenzie, Bricknall, Thomas, Lepper, and Nelson—joined the vessel at Port Adelaide. F. Bricknall was a resident of Semaphore, and S. Thomas lived with his parents at Rosewater.

Enclosure from letter from
Agt Adelaide 5165

LOCH BREDAN.—Adelaide, Jan. 27.—The barque Loch Bredan, which left here Sept. 1 for Natal, with compressed fodder, was docked while at this port for some minor repairs and to have bottom cleaned and painted, and was reported by Lloyd's surveyor to be in first-class condition.

L. L. March 1904

No. 2931

Esperanza of Bristol, Official number 20272. Toley
 136 tons gross 116 net
 Cardiff for Waterford

Application submitted

30th March 1904.

Subscribers making application

Dawson Bros 7972

REMARKS.

Interested as Broker.

Owner

J. B. McCullagh
Waterford.

Cargo

Coal.

This cargo was shipped by the Rhymer
 Iron & Coal Company, and consisted of
 Birtchir large bituminous coal.

Agt Cardiff 8114

Insurance effected at

Lloyds

On Vessel

On Cargo

£125 insured on Cargo.

Latest Account

Sailed from Cardiff
 for Waterford on the 18th Feb, 1904
 and was off Milford on the
 20th Feb, 1904.

St. Ann's Head, Feb. 29, 2 p.m.—Trinity steamer
 Siren picked up off Sheep's Island, Milford Haven,
 floating wreckage, apparently vessel's mast and other
 spars with sails attached, and has taken it into harbour.

C. L. Mch 1, 1904

ESPERANZA.—Waterford, March 2.—The brigantine
 Esperanza, of Waterford, which left Cardiff,
 Feb. 18, for this port, with coal, and was last seen off
 Milford Feb. 20, has not yet arrived.—Lloyd's Agent.

3 1904

ESPERANZA.—Milford Haven, March 5.—A
 nameboard, marked "Esperanza," was seen on the
 rocks near Limney Head this week. I have received a
 message from Waterford to the effect that the brigantine
 Esperanza has not yet arrived there, and possibly
 the masts and spars brought in by the Trinity steamer
 Siren belonged to that vessel.—[See issue of March 3
 and St. Ann's Head under "Derelicts and Wreckage"
 in issue of March 1.]—Lloyd's Agent.

7 1904

ESPERANZA.—Waterford, March 14.—There is
 still no news of the brigantine Esperanza or of her
 crew of five men.—[See issue of March 7.]

16 1904

ESPERANZA.—Neyland, April 8.—Two lots of
 spars, which were brought in by the Trinity House
 steamer stationed here, have been identified by a
 former master as belonging to the Esperanza, of Bristol.
 —[See issue of March 16.]

Apt. 7 1904

COMMITTEE'S DECISIONS.

Deferred 7 days

30 March

On Board

6 Apt. 1904

Posted missing

13 Apt. 1904

Number of Days out

from sailing 40 47 54

off Milford 38 45 52

No. 2932

Zwijger

of Amsterdam, Mulder, 351 tons gross 336 net

Havre for Laguna de Terminos

Application submitted

30th March 1904

REMARKS.

Subscribers making application

H. S. Mountain
8077
04

Interested as Broker

Owner

Scheepvaart Maats. Amsterdam
Amsterdam

Cargo

Ballast

100 tons stones and sand.

Insurance effected at

Amsterdam
Re-Insurance effected at
London

On Vessel

On Cargo

Re-insurances effected for Messrs
Gardner Mountain's Clients Messrs
G. M. Steves & Co. Liverpool and were
for account of Messrs F. Meyer & Co.,
Amsterdam. The amount placed
was £500 @ 25 for 30 fr. - H. S. Mountain
8639
04

Latest Account

Sailed from Havre for
Laguna de Terminos on the
19th October 1903Amsterdam, Jan. 19. - In reply to inquiry, the owner
of the Dutch three-masted schooner *Zwijger*, Mulder,
which left Havre Oct. 19 for Laguna, in ballast, have
received a telegram from Laguna stating that the vessel
has not yet arrived. - *Scheepvaart*.

L.L. Jan 21 1904

London, Feb. 9. - *Zwijger*, Havre for Lagano. In
reply to inquiry asking for latest news of above vessel,
the owners write from Amsterdam that they tele-
graphed some days ago, and received the answer, not
arrived.

Feb. 9 1904

Crew:- 8

Apprentices

Number of Days out

162 169

COMMITTEE'S DECISIONS.

Deferred for enquiries re Re-Insurances
30th MarchDecided on April 6th in view of the
nature of the re-insurances, the
application could not be considered.

No. 2933

Rudolf of Papenburg, Schnieders, Tons 209 gross, 185 net
Swansea for Cadiz

Application submitted

20th April 1904

REMARKS.

Subscribers making application

Harry Wighton 9416
04

Interested as Broker to the Insurers.

Owner

Rud. H. Meyer
Papenburg

Cargo

Coal

"Cory's Aberdare Merthyr Steam
Coals and are believed to be
first class. At Swansea.

Insurance effected at

Germany

On Vessel

Newcastle-on-Tyne

On Cargo

Latest Account

Sailed from Swansea
for Cadiz on the
30th November 1903.

RUDOLF.—Papenburg, Jan. 13.—The three-masted schooner Rudolf, Schmieders, which left Swansea some 45 days ago for Spain, with coal, has not yet arrived. It is, however, thought that she has been blown out of her course to westward.—*Wester Zeitung*.

Crew:— 6

Apprentices

Number of Days out

118 128

COMMITTEE'S DECISIONS.

On Board

20th April 1904

Posted missing

27th April 1904

No. 2934

Lamoriciere of Nantes, Trehandart, 1931 tons gross 1470 net
 Nepoui (New Caledonia) for Glasgow.

Application submitted

15th June 1904.

REMARKS.

Subscribers making application

J. Wishart 14227
04

Interested as Broker on Cargo.

Owner

Société Anonyme des Voiliers Nantais
2 Rue Cambrenne
Nantes

Cargo

Nickel Ore

2468 tons

Insurance effected at

Nantes

On Vessel.

London

On Cargo

Latest Account

Sailed from Nepoui
(New Caledonia) for Glasgow
on the 4th November 1903.

Crew:- 22.

Apprentices

Number of Days out

~~223~~ 230

COMMITTEE'S DECISIONS.

On Board. - 15th June 1904
 Posted missing - 22nd June 1904

No. 2935

Forget-Me-Not of St. John's N.F. off. n^o 75333
 E. T. Davidge, 83 tons register
 Figueira for St. John's N.F.

Application submitted

22nd June 1904

REMARKS.

Subscribers making application

Holmwood & Holmwood Ltd Interested as Agent for Canada
 F. Senier, Director
 147²¹ 04

Owner

James Baird
 Baird Gordon & Co.
 St. John's N.F.

Cargo

In Ballast

60 tons sand.

Insurance effected at

Lloyd's

On Vessel

—

On Cargo

Latest Account

Sailed from Figueira
 for St. John's N.F. on the
 17th January 1904.

Crew:— 6

Apprentices

Number of Days out

~~156~~ 163

COMMITTEE'S DECISIONS.

On Board — 22nd June 1904
 Posted missing — 29th June 1904

No. 2936

Flora of Barssel, Duis, 80 Tons gross 69 tons net
Rochester for South Alloa

Application submitted

20th July 1904.

REMARKS.

Subscribers making application

J. H. Morrison 16623
(Super & Co) 64

Interested as Broker for Cargo Owners

Owner

F. Burmann
Barssel
Germany

Cargo

Cement (120 tons)

Insurance effected at

Germany

On Vessel.

Lloyds

On Cargo

According to Lloyds List,
Duis, appears as Master on her
sailing from Rochester.

Latest Account

Sailed from Rochester
for South Alloa on the 31st
March 1904

Crew:—

4

Apprentices —

Number of Days out

~~110~~ 117

COMMITTEE'S DECISIONS.

On board 20th July 1904.
Ported missing 27th July 1904

No. 2937

Laura of Castellamare, Castagliola Tons 1291 gross 1169 net
Newcastle N.S.W. for Tocopilla

Application submitted

24th August 1904

REMARKS.

Subscribers making application

Henry W. Lowe 18839
64

Interested as agent for the coal cargo.

Owner

Giacchino Lauro
Naples.

Cargo

Coal

Wallsend Colliery

Insurance effected at

Abroad

On Vessel

London

On Cargo

Latest Account

Sailed from Newcastle N.S.W.
for Tocopilla on the 1st Feby
1904.

Crew:— 17.

Apprentices

Number of Days out

~~201~~ 211

COMMITTEE'S DECISIONS.

On Board
Ported Missing21st Aug 1904
31st Aug 1904

No. 2938

Conemaugh ¹⁵¹ of New York, Baring Tonn 2328 gross 1739 net
Seattle & Coronel for New York

Application submitted

REMARKS.

Subscribers making application

No application received.
Question raised

at committee meeting on 17 Aug.
and vessel placed on board
by order of committee 24 Aug 1904

Owners

International Mercantile Marine Co.
Philadelphia

Letter from H. Welding Liverpool
states no later information, 1888

Cargo

Insurance effected at

On Vessel

On Cargo

Latest Account

Sailed from Coronel for
New York on the 28th Feby 1904.

New York, June 3.—It is hoped to be able to send a warship to South American waters soon to search for the steamer Conemaugh, which was last reported in Chilean waters on Feb. 28. There are now no warships nearer the Southern Pacific than Acapulco or Honolulu. The cruiser Tacoma has been ordered to proceed towards Honolulu to look for the "lost island" on which the American sloop-of-war Levant is supposed to have been wrecked in 1859. The Tacoma may possibly be sent to hunt for the Conemaugh if it is not decided to attach her to the Asiatic Squadron.

CONEMAUGH (s).—Victoria, B.C., July 8.—Word has reached the United States Navy Department of the sailing from San Francisco of the cruiser Tacoma to search for the missing steamer Conemaugh. The Tacoma will first call at Acapulco to coal.—Victoria (B.C.) Semi-Weekly Colonist.

CONEMAUGH (s).—New York, July 28.—The cruiser Tacoma, which is searching for the steamer Conemaugh, has arrived at Callao, and will proceed round Cape Horn.

L.L. June 14 1904

.. July 26 1904

" Aug 4 1904

Crew:—

Apprentices

Number of Days out

From Coronel 177 184

COMMITTEE'S DECISIONS.

On Board
Posted Missing

24th Aug
31st Aug

No. 2939

Lamornaof Greenock, Crichton, Tons 2318 gross 2169 net
Official Number 102,383
Tacoma for Queenstown

Application submitted

7th September 1904.

REMARKS.

Subscribers making application

Walter F. Smith 19913/04.

Interested as Broker for Cargo Owners

L.L. March 3rd 1904

Owner

C Gordon Cowan & Co
Greenock

Cargo

Grain

L.L. Mch 31st 1904

Insurance effected at

Glasgow Liverpool &
London

On Vessel

London

On Cargo

Latest Account

Sailed from Tacoma
for Queenstown on the 27th February
1904 and reported sighted on
the 7th March 1904 in lat. 42 N
long 125 W.

Crew:—

Apprentices

Number of Days out

from sailing

172 206 213

.. reported sighting

177 201 204

LAMORNA.—Portland, O., Feb. 15.—The British ship Lamorna, Creighton, fully loaded at Tacoma for Queenstown, which damaged her rudder by grounding, will probably discharge and reload 400 tons.—[See issue of Feb. 4.]

LAMORNA.—London, March 22.—A cable message has been received from Portland (O.) this morning which states:—Lamorna is reported lost.

LAMORNA.—Victoria, B.C. (by Cable received March 22).—Telegram received from Uclulet states quantity of wreckage has washed ashore. Bundle old letters addressed "Malcolm Douglas, first officer, ship Lamorna," amongst wreckage.

LAMORNA.—Victoria, B.C. (by Cable received March 23).—Lamorna: Tin box containing discharges crew washed ashore at Uclulet, will arrive here to-morrow tug Albion. Wreckage not identified.

LAMORNA.—Victoria, B.C. (by Cable received March 24).—Albion arrived. Box contained letters discharges Mitchel cook Lamorna. Arm figurehead found not identified as Lamorna's.

LAMORNA.—London, March 24.—In answer to a cable to Victoria (B.C.), asking for full particulars as to the wreckage and letters reported washed ashore from the Greenock ship Lamorna, at Uclulet, the managing owner at Greenock has received a wire stating that additional wreckage has been washed ashore. The owners of the vessel are not inclined to believe that the worst has happened.

LAMORNA.—London, March 25.—Following is copy of cablegram received from Victoria, in reference to Lamorna:—Lifebuoy and tub found.

LAMORNA.—Victoria, B.C. (by Cable received March 25).—Lamorna: There was nothing about the wreckage which could assist its identification in any way.

LAMORNA.—London, March 26.—San Francisco cable states:—Wreckage found additional telegraphed yesterday lifebuoy, tub, both marked Lamorna, Greenock. Copper air-tight compartments from British lifeboat's box measured 10 by 8 by 12 inches.

LAMORNA.—London, March 26.—An Exchange Telegraph Company's telegram from Greenock states that a cable was received from the Vancouver agent of the owner of the ship Lamorna stating his opinion that the decks of that vessel have been swept only.

LAMORNA.—Glasgow, March 26, 12 30 p.m.—Owner Lamorna cabled Lloyd's Agent, Victoria, Vancouver, yesterday, as follows:—Lamorna: Have you received letters discharge? have they been verified? What is your opinion, is the ship lost or had decks swept? Telegraph immediately on receipt of this to Alpha, Greenock. Reply received to-day reads:—Lamorna: Cook's discharge verified. Letters addressed "Douglas, Chief Officer, Lamorna," have been received from Indians. In my opinion had decks swept only.

LAMORNA.—London, March 26.—Owners telegraph from Greenock to-day as follows:—In reply to ours have received following: Cook's discharge verified. Letters addressed Douglas, chief officer, Lamorna, have been received from Indians. In my opinion had decks swept only.

LAMORNA.—Victoria, B.C. (by Cable received March 26).—Following telegram received from Alberni Sound at Lestie Point by J. Kelly:—Two boats marked "Lamorna, Greenock," one of them broken in two five feet from bow, rest missing (? missing), two large flags, chicken and pig dead, life-belts, bedticks, pillows, common spar and blocks, three long oars, all decking and upper works of vessel broken to bits, nothing longer than five feet. Report has been confirmed. British Government steamer Quadra leaves for scene of wreck Monday.

LAMORNA.—Victoria, B.C., March 26.—There is now no doubt that the British sailing ship Lamorna, from Puget Sound for Queenstown, has been lost with all hands. Broken boats, flags, bedding, spars and fragments of the vessel's upper works have been picked up.—*Reuter.*

LAMORNA.—London, March 28.—Further wreckage found Barclay Sound, two boats marked "Lamorna," one broken in two, two large flags, chicken and pig dead, lifeboat, bed ticking, pillows, spar block, three long oars, lot decking, upper works, broken pieces.

LAMORNA.—San Francisco (by Cable received March 29).—A report received here states lifeboat capstan bar with the name Lamorna burned in it, the identity of which cannot be questioned, has been brought here by the steamer Danube.—*New York Journal of Commerce.*

LAMORNA.—Glasgow, March 29, 12 20 p.m.—Following cables received by the owners this morning:—From Lloyd's sub-agent, Victoria (V.I.): Wreckers (?) letters discharges verified think has decks swept two boats reported washed ashore Barclay Sound. From Lloyd's Agents, Vancouver (B.C.): Lamorna reports Government have sent steamer to inquire about them. Will reply when she arrives back.

LAMORNA.—London, March 31.—Cable from San Francisco states:—Schooner Wm. H. Smith, Captain Hansen, at Redondo, from Tacoma for Puget Sound, sailed on March 1, telegraphs:—Sighted three-masted ship, lead colour, six topgallant yards, no royals; March 7, afternoon, 42 N, 125 W, says Lamorna sure, because both Clallam Bay two days before sailing.

LAMORNA.—San Francisco (by Cable received March 31).—A report received here states United States schooner Smith (? William H. Smith), Clallam Bay, Redondo, reports having seen Lamorna, March 7, 40 miles WNW St. George's Reef.

LAMORNA.—Victoria, B.C. (by Cable received March 31).—Lamorna: Quadra returned, only evidence disaster found male's letters brought here, did not touch point where boats reported.

LAMORNA.—London, April 5.—The owners of the Lamorna, having been asked if the particulars cabled of the three-masted ship sighted on March 7, in lat. 42 N, long. 125 W, agree with the Lamorna, reply that the description given agrees with what the Lamorna should be like.

LAMORNA.—Victoria, B.C., April 8.—A special despatch from Bamfield Creek Cable Station to the Seattle Post Intelligencer on Sunday, April 3, says:—Amongst other things found was a pocket book in which was a pass book issued by some shipping federation belonging to John Craig. The Indians also found lots of fine hardwood and mahogany fittings, two fine chairs, fittings, &c. There was also much grain on the water. Six photographs, cabinet size, were also found by the Indians. No heavy wreckage has been found, which naturally points to the vessel having been of iron and not of wood.—*Victoria Semi-Weekly Colonist.*—[See Victoria (B.C.) under "Derelicts and Wreckage," see also issue of April 21.]

LAMORNA.—London, May 25.—A letter, dated April 23, addressed to Mrs. Millar, of Greenock, by Mr. Jas. R. Motion, missionary, Alberni (B.C.), and of which the following is an extract, has been forwarded by the owners:—The ship Lamorna was wrecked outside Uclulet, probably on the Starlight Reef, and as far as we know no lives were saved. The ship became a total wreck, the decks and cabins were dashed to pieces, and were being picked up by the Indians in from 2 to 5 ft. lengths. The wreck must have happened a few days before I went down to the islands in Barclay Sound March 22. Several things had been found by people living there, and one of the Indians handed me a packet of letters from your son and written by you to him. Another packet of letters I received was from a young lady in England addressed to one of the young men on board. Some of the boats were found broken up. I do not understand why the Lamorna held so close to the Island, unless something was the matter with the steering gear.

DECISIONS. C.C. 26/5/04

LAMORNA.—London, B.C., Aug. 10.—A capstan bar with the name Lamorna burned in it, the identity of which cannot be questioned, has been brought here by the steamer Danube.—*New York Journal of Commerce.*

C.C. 26/8/04.

Defer for 14 days
On Board
Ported missing7th Sept 1904
21st Sept 1904
26th Sept 1904

No. 2940

" Pionier " of Bremen, Krueger, Tons 1243 gross 1194 net
Buenos Ayres for Channel for orders

Application submitted

7th September 1904.

REMARKS.

Subscribers making application

A. C. Allan
(Willis Faber & Co^{rs}) 20055/-
04.Interested as Agent for Cargo
Owners

Owner

A. Witte
Bremerhaven

Cargo

Linseed

Insurance effected at

Antwerp

On Vessel

On Cargo

Reinsurances effected at Lloyds
by Willis Faber & Co^{rs}

Latest Account

Sailed from Buenos
Ayres for Channel for orders
on the 11th April 1904.

London, July 19.—Pionier, Buenos Ayres, April 6, to
Falmouth: In reply to inquiry asking for latest news of
above vessel, the owners write that in a letter from
Buenos Ayres of April 8 the captain reports that
owing to low water he was not yet able to proceed on
the voyage.

L.L. 24/1/04

Crew:—

15

Apprentices

4

Number of Days out

748 155

COMMITTEE'S DECISIONS.

On Board — 7th Sept 1904
Posted Missing — 14th Sept 1904

No. 2941.

Juverna of Liverpool Official Number 118118. J Kinley
 Gowrock for Kingstown (Dublin) *20143/04*

Application submitted

14th September 1904.

REMARKS.

Subscribers making application

F. H. Pickford 20143/04.
 (Pickford Bros)

Interested as Insurance Broker

Owner

Hugh Flinn (in trust)
 1 Harrington Street
 Liverpool

Cargo

Coal

Agts at Glasgow write, under date 23 Sept 04
 "this steamer loaded 285 tons 8 cwt of
 Blantyre Ell coal as cargo, and
 28 tons 5 cwt of Cornfalloch
 Milburn steam coal, as bunkers."

Insurance effected at

Liverpool

On Vessel

unknown

On Cargo

Latest Account

Sailed from Gowrock
 for Kingstown (Dublin) on the
 13th August 1904.

Crew:—

8

Apprentices —

Number of Days out

31-38

COMMITTEE'S DECISIONS.

On Board — 14th Sept 1904
 Posted missing 20th Sept 1904

JUVERNA (s).—Glasgow, Aug. 19.—The steamer Cognac has arrived at Glasgow, having on board one of the lifeboats of the new steamer Juverna, which left the Tail of the Bank on Sunday morning for "Kingstown," with a full cargo. As the Juverna has not yet been reported at any port, and as Messrs. Thomas M'Laren and Co., Glasgow, her agents, have no information regarding her, grave apprehension is felt for her safety, and fears are entertained that she may have foundered. She carried a crew of about ten. The lifeboat was picked up about ten miles east of the Isle of Man at 11 o'clock on Monday night. There was a compass on board, the fresh water tanks were all filled, but there were no oars in the boat.

JUVERNA (s).—Glasgow, Aug. 22.—The agents for the new steamer Juverna, which left the Tail of the Bank on Sunday week for Kingstown (? Kingstown) are still without any information regarding the vessel. There remains little doubt that she has foundered with all hands.—Glasgow Herald.—[See issue of Aug. 20.]

JUVERNA (s).—London, Aug. 24.—The Press Association's Liverpool correspondent states that fears are entertained for the safety of the new steamer Juverna, which left the Clyde on Sunday week for Kingstown. She should have arrived at Kingstown the following day. Two of her boats have been picked up off the Isle of Man.—[See issue of yesterday.]

Lloyds List 20th Aug 1904" " 23rd " "" " 24th " "

No. 2942.

Julie of London, Official number 89487 Tons 117 gross 100 net, E. Howard
Shoreham for Goole.

Application submitted

15th November 1904 A.C.
30th November 1904

REMARKS.

Subscribers making application

Thomas Fortes ²⁴⁸⁸⁷₀₄

Interested as Broker

Owner

William Howard
Knottingley

Cargo

Ballast

50 tons of Shingle

Insurance effected at

Knottingley Mutual Marine
Insurance Society

On Vessel

On Cargo

JULIE.—Ramsgate, Oct. 7.—The master of the fishing ketch Enigma reports having fallen in with the schooner Julie, of London, in the North Sea, about 2 p.m. yesterday, Gabbard Lightvessel bearing ESE about 25 to 30 miles distant, hove down on her beam ends and flying signals of distress. The schooner's tow-rope was got on board the Enigma, but after three or four hours the rope parted owing to the heavy sea. Seeing that it was useless to make further endeavours to tow, and as darkness was coming on, the Enigma offered to take off the Julie's crew, but the master declined. When the schooner was lost sight of she was drifting to leeward. As the weather moderated later on she may have reached some port in safety. She appeared to be in ballast.

L.C. Oct 8/1904

London, Oct. 17.—The skipper of the Ramsgate fishing vessel Elsie has reported to the harbour authorities that when sailing near Gabbard Lightship he found in the sea a large quantity of mackerel netting, nearly 200 fathoms of warp, and buoys marked "G 537." This would appear to dispose of the hope that the Gravelines fishing vessel, seen in distress off Dover, managed to reach port safely. It is also reported that no news has been received of the schooner Julie, which the Ramsgate smack Enigma unsuccessfully endeavoured to assist on the 7th inst., and fear has been expressed that she has foundered with all hands.—*Daily News*.

Oct. 17, 1904

JULIE.—Rotterdam, Nov. 10.—A lifebuoy, marked "Julie, London," has washed ashore at Scheveningen. —[See issues of Oct. 8 and 17.]

Nov. 11, 1904

Latest Account

Sailed from Shoreham
for Goole on the 15th September 1904
and was off the Gabbard Lightvessel
in the North Sea, on October 6, 1904.

Crew:— 5

Apprentices nil

Number of Days out

from sailing ~~75~~ 82
" Gabbard Light. ~~39~~ 54 61

COMMITTEE'S DECISIONS.

Deferred by Agency Committee
for a fortnight
On Board
Posted missing

15 Nov 1904

30th Nov 19047th Dec 1904

No. 2943

Emily Mary

of Runcorn, Official number 44371 Registered tonnage 79

Alfred Heath,

Glasgow for Cappoquin, Co. Waterford

Application submitted

7th December 1904

REMARKS.

Subscribers making application

F. Gordon Young ²⁷⁰³¹₀₄

Interested as Broker

Owner

Alfred Heath
Carlton Street
Widnes

The owner was the Captain. Letter accompanying signed by Captain John Heath, his father.

Cargo

Coal

"Cargo consisted of 165 tons 18 cwt of Blacktongue Rougheraig Coal" apt Glasgow ²⁷⁰³¹₀₄

Insurance effected at

Not known

On Vessel

Binning & Co Underwriters
Liverpool

On Cargo

Latest Account

Sailed from Glasgow for
Cappoquin (Co. Waterford) on the
19th September 1904, and from
Kingstown (Dublin) on the 3rd Oct 1904

Crew:— 4

Apprentices

Number of Days out

from sailing	78	85
Kingstown	44	71

COMMITTEE'S DECISIONS.

On Board	—	7 th Dec 1904
Ported missing	—	14 th Dec 1904

No. 2944

Fitzwilliam 151 of tonnage, Official Number 56151, Troy.
 Tons 301 gross 160 net.
 Birkenhead for Gothenburg

Application submitted

14th Dec.^r 1904

REMARKS.

Subscribers making application

A. G. Allan ²⁷²¹⁷/₀₄

Interested as Cargo Broker.

Owners

M. A. & J. E. Matthews
 52 Leadenhall St
 London E.C.

Cargo

Naphtha

1000 Barrels.

Insurance effected at

Varou. Mutual Associations } On Vessel

Lloyd's and Companies } On Cargo

Latest Account

Sailed from Birkenhead for
 Gothenburg on the 30th October 1904
 and passed Darnet Head on
 the 1st November 1904.

FITZWILLIAM (s).—Swansea, Nov. 19.—Some anxiety prevails at Swansea as to the whereabouts of the Fitzwilliam, which left Swansea a month ago, with general cargo, and subsequently left Birkenhead for Gothenburg, and has not since been reported.—*South Wales Daily News*.

L. L. Nov 19 1904

Crew:— 12

Apprentices

Number of Days out

from sailing ~~44~~ 51
 " passing ~~42~~ 29

COMMITTEE'S DECISIONS.

On Board —
 Posted Missing —

14th Dec 1904
 21st Dec 1904

No. 2945

Harbour Grace steam whaler, *Gjertsen* about 180 tons
Christiania for *St. John's N.F.*

Application submitted

28th Dec. 1904

REMARKS.

Subscribers making application

Woods & Maslen

Interested as Brokers

Owner

Reid Newfoundland Coy
*St. John's N.F.*Letter accompanying is signed by
Job Brothers, as Agents in the
 United Kingdom for the owners

Cargo

Bunker coal

Insurance effected at

Lloyd's and Liverpool
Companies

On Vessel

None

On Cargo

Latest Account

Sailed from *Christiania*
 for *St. John's N.F.* via *Stornoway*
 on the 12th October 1904
 after bunkering at *Stornoway*
 and was in company
 with steam whaler "*Port Saunders*"
 till 26th October 1904
 Crew:— 10

Apprentices

This is the only information
 at Lloyd's:—

HARBOUR GRACE (steam whaler).—*St. John's*,
N.F.—Nov. 21.—Whaling steamer *Harbour Grace*, with
 a crew of 12 men, from *Norway* for *St. John's*, and now
 nearly a month overdue, is given up as lost.—*New*
York Herald.

C. L. Nov 29

Number of Days out

from sailing 76 83
 last seen 62 69

COMMITTEE'S DECISIONS.

On Board - 28th Dec. 1904
 Posted missing - 4th Jan 1905

No. 2946

Idun (s) of Christiania, Johnson Tons 1019 gross 631 net
Dram for Preston

Application submitted

4th January 1905

REMARKS.

Subscribers making application

P.W. Richardson ^{2905/4}

and

F. Hall ^{160/5}

Interested as Insurance Broker for
amounts placed at Lloyd's, on ship
Interested as Brokers for Reinsurances
effected for Swedish Co.

Owner

Uktieselskabet Dampskibet Idun
(D. J. Meier, Manager)
Christiania

Cargo

Wood pulp

Insurance effected at

Norwegian Clubs

On Vessel

Sjöförsäkrings A.B. Öresund & Malmö

On Cargo

Latest Account

Tailed from Dram
for Preston on the 15th Nov. 1904
"Lloyd's List" gives sailing date as 16th Nov.

Crew:— 16

Apprentices nil.

Number of Days out

49.56

COMMITTEE'S DECISIONS.

On Board

4th Jan'y 1905

Posted missing

11th Jan'y 1905

No. 2947

Kinn of Christiansand, Knudsen, 1182 tons gross 1110 net

Buenos Ayres for Falmouth.

Application submitted

11th January 1905

REMARKS.

Subscribers making application

H. S. Mountain

Interested as Brokers

Owner

Skibsaktieselskabet Kinn
S. O. Stray
Christiansand

Cargo

Linseed

Insurance effected at

Norwegian Clubs

On Vessel

Antwerp & London
through Broker J. Van Cessel.

On Cargo

Latest Account

Sailed from Buenos Ayres
for Falmouth on the 27th July 1904
and passed Point Indio
on the 4th August 1904.

Crew:— 16

Apprentices

Number of Days out

from sailing 167 174
" Pressing 159 164

COMMITTEE'S DECISIONS.

On Board - 11th Jan 1905
Posted missing - 16th Jan 1905

No. 2948

Nemesis (s) of Melbourne, Official Number 82666, Lusher
Tons 1393 gross 886 net
Newcastle N.S.W. for Melbourne

Application submitted

11th January 1905

REMARKS.

Subscribers making application

Herbert Crozfield 768/05

Interested as Broker on mate's effects

Owner

Huddart Parker & Co Prop^{rs} The
Melbourne

No letter from Owners

Cargo

Coal

Insurance effected at

On Vessel.

On Cargo

Lloyd's

On Mate's effects

The only information received at
Lloyd's is contained in the following paragraph

Latest Account

Sailed from
Newcastle N.S.W. for
Melbourne on the
7th July 1904

The sailing has not been reported in L.L.

Crew:— 32.

Apprentices

NEMESIS (s).— Sydney, July 12, 4 40 p.m.—
Nemesis, British steamer, Newcastle for Melbourne,
supposed to have been lost in the late gales, all on
board supposed lost. Quantity of wreckage has washed
ashore Cornulla Beach.

NEMESIS (s).— Melbourne, July 12.— Messrs.
Huddart and Parker's steamer Nemesis, Newcastle
(N.S.W.) for Melbourne, laden with coal, is believed to
have foundered in a terrible gale which has been raging
off the coast of New South Wales. Feared crew of 31
men perished.—*Reuter*.

NEMESIS (s).— Melbourne, July 13.—It is feared
that the steamer Nemesis, coal-laden from Newcastle,
has met with some disaster, as a quantity of wreckage
has been washed ashore on Cronulla Head, on the New
South Wales Coast, with the name Nemesis painted on
several articles. The owners of the Nemesis, Messrs.
Huddart, Parker and Co., have arranged for a search
to be made in the coastal waters.

L.L. July 12, 1904

" " 13, 1904

" Aug 17, 1904

Number of Days out

186 193

COMMITTEE'S DECISIONS.

On Board
Ported missing11th Jan 1905
18th Jan 1905

No. 2949

Brier Holme

of Maryport.

Official number 76136, Rich
Tons 921 gross 894 net

London for Hobart.

Application submitted

11th January 1905

REMARKS.

Subscribers making application

Henry Head & Co. Ltd.
Chas Wright 109⁰/₁₀₅
DirectorInterested as Insurance Brokers for part
insurance of the ship

Owner

W. Kine
6 Crosby Square
London E.C.

Cargo

General

Insurance effected at

Lloyd's London

On Vessel

Lloyd's so far as
applicants know.

On Cargo

Latest Account

Sailed from London
for Hobart on the 21st July 1904
and passed the Isle of Wight
on the 24th July 1904

Crew:— 14

Apprentices 6

Number of Days out

from sailing 173 180
" passing 170 177

COMMITTEE'S DECISIONS.

On Board

11th Jan 1905

Posted missing

11th Jan 1905

The following information received after posting

BRIER HOLME.—Hobart, Feb. 19.—A seaman named Larsen, the sole survivor of the British barque Brier Holme, which was wrecked near Port Davey, has been rescued. He had lived for 14 weeks on tinned provisions.—*Reuter.*—[Memo.: The Brier Holme was posted missing Jan. 18.]**BRIER HOLME.**—Hobart, Jan. 16.—The Customs officer who accompanied the party despatched to the locality of the wreck of the Brier Holme reports that a considerable quantity of cargo was washed ashore, but so broken up that it is not worth salvaging.**BRIER HOLME.**—London, Feb. 20.—Crosby Hobart cables:—Brier Holme located; Oscar Larsen, only survivor, is expected to arrive to-morrow. Further particulars will be sent as soon as possible by telegraph.**BRIER HOLME.**—Hobart, Feb. 21, 9 20 p.m.—Brier Holme: Recommend that the wreck should be sold as it lies, also wreckage strewn along the coast. Position for salvage operations very difficult, salvage entirely dependent on the weather. Telegraph instructions.—Lloyd's Agent.by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with
Lloyd's consent.

No. 2950

Berrington (s) of London, Official number 53117, Reay
Tons 767 gross 479 net
The Tyne for Rotterdam

Application submitted

11th January 1905

REMARKS.

Subscribers making application

N. P. Fenwick ¹¹⁰⁴

Interested as Owner & Broker.

Owner

John Fenwick & Son
57 Gracechurch St
London E.C.

Cargo

Coal

945 tons of West Pelton Gas Coal.
Capt Newcastle 1354

Insurance effected at

Lloyd's & Sundry Insurance
Offices } On Vessel:

Not known

} On Cargo

Latest Account

Sailed from the Tyne
for Rotterdam on the
28th December 1904.

BERRINGTON (s).—Rotterdam, Jan. 2.—The steamer Berrington, which left Newcastle last Wednesday evening for this port, with coal, has not yet arrived.

BERRINGTON (s).—London, Jan. 4.—The owners have received the following telegram from Rotterdam relating to the Berrington (s):—Fisherman landed brown painted lifebuoy, marked "Berrington, London," name plank same colour and description, floating neighbourhood Waterway. The owners further state that this steamer left the Tyne for Rotterdam on Wednesday night, Dec. 28, and they fear the above news, which is the first they have had since her departure, indicates that she has been lost off the Dutch coast.

L.L. Jan 4. 1905

5 1905

Crew:— 16

Apprentices nil

Number of Days out

13-20-27

COMMITTEE'S DECISIONS.

Deferred one week - 11th Jan'y 1905
On Board - 18th Jan'y 1905
Posted missing - 25th Jan'y 1905

No. 2951

Clonallon (s) of Newry, Official Number 108645, James Hollywood
Tons 295 gross 80 net.
Swansea for Dublin

Application submitted

18th January 1905

REMARKS.

Subscribers making application

A. C. Allan ¹³³⁰/₀₅

Owner

The Frontier Town S.S. Co., Ltd.
Joseph Fisher Sons Man^{rs}
Newry

Cargo

Coal.

Insurance effected at

Lloyds & London Companies } On Vessel

Unknown } On Cargo

Latest Account

Sailed from Swansea
for Dublin on the
8th December 1904

CLONALLON (s).—London, Dec. 15.—Press Association's Dublin correspondent states that grave fears are entertained for the safety of the Clonallon (s), owned by the Frontier Town Steamship Company, Newry, which left Swansea on 8th inst. for Dublin, with coal, and has not since been heard of.

L.L. Dec. 16 1904

Crew:— 8.

Apprentices

Number of Days out

40-47

COMMITTEE'S DECISIONS.

On Board — 18th Jan 1905
Ported missing — 23rd Jan 1905

No. 2952

Edith Mary of Glasgow, Official Number 90052, Robert Hughes
 Ascension for St. John's N. F.
 Tons 349 gross 304 net

Application submitted

18th January 1905

REMARKS.

Subscribers making application

Eugene White 1847/05

Owner

J. C. Peacock & Co.
 63 Robertson Street
 Glasgow

Cargo

In Ballast

120 tons sand.

Insurance effected at

Lloyd's and Clubs

On Vessel

On Cargo

Latest Account

Sailed from Ascension
 for St. John's N. F. on the
 13th September 1904.

EDITH MARY.—London, Jan. 10.—Following telegram received from owners, dated Glasgow, Jan. 10, 10 44 a.m.:—Edith Mary: St. John's, Newfoundland, cables two lifebuoys found westward Cape St. Mary.

EDITH MARY.—St. John's, N.F., Jan. 5.—Two lifebuoys, marked "Edith Mary, Glasgow," have been found off Cape St. Marys. It is believed they belong to the iron barge of that name, Hughes master, which left Ascension Sept. 14 for St. John's, and is now 113 days unreported. It is feared she was lost on Cape St. Marys with the whole crew, probably 10 men.—[See issue of Jan. 10.]

Crew:—

7

Apprentices 3

Number of Days out

126 + 47 = 154

COMMITTEE'S DECISIONS.

Deferred 21 days —
 On Board —
 Posted missing —

18th Jan, 1905
 8th Feb'y 1905
 15th Feb'y, 1905

No. 2953

Claverdale

(s), of London, Official Number 118475 E.E Thomas
Tons 4023 gross 2614 net

Hong Kong for Vladivostok -

Application submitted

18th January 1905

REMARKS.

Subscribers making application

Frank E Dixon
1903/05Interested as Insurance Broker for
Shipowner -

Owners

Claverdale S.S. Co. Ltd
E. Haslehurst & Co. Managers
Billiter House &c

Cargo

Coal

See letter from Agent at Vladivostok -
6360
- 65 -

Insurance effected at

Lloyd's and the Companies

On Vessel

On Cargo

CLAVERDALE (s).—London, Sept. 6.—The Salvage Association have received the following telegram from Lloyd's Agents at Vladivostok, dated Sept. 6, re Claverdale:—Can arrange salvage contract twenty-two (22) per cent. on values recovered, but we must guarantee one thousand roubles first expenses examine ship's position. Wire immediately.

CLAVERDALE (s).—London, Sept. 19.—The Salvage Association have received the following telegram from Lloyd's Agents at Vladivostok, dated Sept. 19, re Claverdale:—Expedition left.

CLAVERDALE (s).—Vladivostok, Aug. 31.—The steamer Claverdale, stranded near the mouth of the Taudse River, north of Tenel Bay, is stated to have been pillaged of what could be moved by Chinese in the neighbourhood. According to information gathered from Chinese living near, the crew were taken on board two other boats, they think Japanese.

L.L. Sept. 6. 1905

Latest Account

Sailed from Hong Kong
for Vladivostok on the
23rd November 1904.

CLAVERDALE (s).—Yokohama, Feb. 1, 5 55 p.m.—Claverdale (s): Lat. 40 N, long. 140 E, mast, sails, outlery aboard.—[Memo: Above is in reply to inquiry asking latitude and longitude where boat marked Claverdale found and whether signs any crew having been aboard.]

CLAVERDALE (s).—London, Feb. 9.—The following is an extract from a private letter from St. Petersburg:—The Russian Navy has a cable from Vladivostok that a large steamer got wrecked near Olga Bay, but it is impossible to get any more details just now. I presume it is the Claverdale. It is a pity she got lost so near her destination.

CLAVERDALE (s).—London, Aug. 31.—An unsigned telegram from Vladivostok, dated Aug. 31, 6 43 p.m., states:—Steamer stranded North Olga reported to be Claverdale.—[The British steamer Claverdale, from Hong Kong for Vladivostok, was posted at Lloyd's as missing on May 3.]

Crew:— about 23

Apprentices

Number of Days out

83 97 111 118
122 139 145 160

CLAVERDALE (s).—London, April 19.—It was reported in Sunderland yesterday that the steamer Claverdale, of London, which has been missing since November last, has been picked up amidst the ice on the Siberian Coast. No mention is made of the fate of the crew, four of whom are Sunderland men.—Morning Advertiser.

CLAVERDALE (s).—London, April 19.—The Salvage Association report, re Claverdale, that they communicated this morning with one of their Sunderland surveyors on the subject of the report with regard to this vessel, and have received from him the following reply:—Claverdale: From inquiries I have the very best authority for saying the report that appeared in the Sunderland paper yesterday is entirely groundless, and originated from gossip.

L.L. Apr 19. 1905

COMMITTEE'S DECISIONS.

Deferred one month - 10th April 1905
Deferred 14 days - 15th Feb 1905
On Board - 1st March 1905
Posting deferred 14 days - 8th March 1905
" " - 22nd March 1905
" " one week - 5th April 1905
" " - 12th April 1905
" " - 19th April 1905
" " for reply to telegram sent on Apr. 26 - 26 Apr. 05
Posted missing - 3rd May 1905

incorporated under the Lloyd's Act 1871, and is used with
Lloyd's consent.

No. 2954

Nutfield ^(s) of London, Official Number 98944 R. Tatchell,
Tons 2566 gross 1673 net
Mobile & Norfolk, Va for Havre & Tyne.

Application submitted

25th January 1905

REMARKS.

Subscribers making application

Henry Head & Co. Ltd
Chas. Wright ^{2161/05}
Director

Interested as Brokers to Owners

Owners

Woodfield Steam Shipping Co. Ltd
Woods Tylor & Brown, managers
44 Leadenhall Street &c

Cargo

Timber

Insurance effected at

Lloyd's & Companies

On Vessel

Unknown

On Cargo

Latest Account

Sailed from Mobile for
Havre & Tyne on the 3rd Dec. 1904
and from Norfolk (Va), on the
12th December 1904

Crew:— 24

Apprentices

Number of Days out

from Norfolk (Va) 43-57 6/10

COMMITTEE'S DECISIONS.

Deferred 14 days - 25th Jan, 1905
On Board - 8th Feby 1905
Posted missing - 15th Feby 1905

No. 2955

Charles E. Wilbur

of Providence (R.I.), Cook,
Tons 636 gross 575 net

Darien for New York.

Application submitted

25th January 1905

REMARKS.

Subscribers making application

A. C. Allan $\frac{2521}{65}$

Insurance Broker on hull.

Owner

C. E. Wilbur

Letter accompanying is signed by
A. Davis, Agent who is also owner of
the "Quinebang" - See next folio.

Cargo

Lumber

See letter from Agent at Brunswick Ga.
5426
65

Insurance effected at

On Vessel

On Cargo

Latest Account according to the "New
York Maritime Register", sailed
from Darien for New York
on the 8th November 1904No report of this vessel has
been published in "Lloyd's List"
sailing since verified by Agent Brunswick Ga.
5426
65

Crew:— 24

Apprentices

Number of Days out

77 + 119 = 126

CLARA E. WILBUR.—Boston, Feb. 23.—Adv.
from Bermuda state that about three feet of the
portion of the four-masted schooner Clara E. Wilbur
has drifted on the north-west reefs and that a board
12 feet long had been picked up bearing the name
"Clara E. Wilbur." The appearance of the wreckage
is said to have indicated that the forward portion of
the vessel of which it had been a part had been cut off
by a collision with some other craft. The Clara E.
Wilbur was a new vessel and sailed from Darien, Ga.,
for New York, Nov. 8 last. Since that date nothing
had been heard from her. It is known that the Quine-
bang, a vessel of the same type as the Clara E. Wilbur,
which has also been missing since early in November,
was in the same general latitude as the Clara E.
Wilbur. Shipping experts here think that the two
vessels may have been in collision. Each schooner
carried a crew of about 20 men.

L. L. Brock 3 1905

CHARLES E. WILBUR.—London, Feb. 24.—A
Central News telegram from New York, dated Feb. 24,
states:—Some wreckage from the American four-
masted sailing ship Charles E. Wilbur has been washed
ashore at Bermuda. It is believed that there was a
collision between that ship and the Quinebang, both of
the vessels having been missing for some time. It is
feared that the crews of both vessels, numbering 40
men altogether, were drowned. The Charles E.
Wilbur and Quinebang left Georgia ports last November
with cargoes of lumber for New York. The two ships
were owned by the same company.

L. L. Feb 25 1905

COMMITTEE'S DECISIONS.

Deferred for confirmation of sailing—25th Jan 1905
and for further information from Messrs. 21.

Messrs. Willis Faber & Co. having forwarded
on Mch 2, a letter from the Port Board Pilot
Commissioners for the Port of Darien confirming sailing
application was reconsidered on 8th March
and notice put on Board. 8th March 19
Posted Missing - 15th March 1905

No. 2956

Quinebaug

of Providence (R.I.) Tetterling Tons 598 gross 474 net

Savannah for New York.

Application submitted

25th January 1905

Subscribers making application

A. C. Allan $\frac{2521}{05}$

Owner

C. A. Davis
Somerset
Mass.

Cargo

Lumber

Insurance effected at

On Vessel

On Cargo

Latest Account according to the New York
Maritime Register, sailed from
Savannah for New York on
the 6th November 1904Crew:— 26 including captain's wife and
Apprentices brother-in-law.

Number of Days out

79

CLARA E. WILBUR.—Boston, Feb. 23.—Advices from Bermuda state that about three feet of the stern portion of the four-masted schooner Clara E. Wilbur has drifted on the north-west reefs and that a board 12 feet long had been picked up bearing the name "Clara E. Wilbur." The appearance of the wreck is said to have indicated that the forward portion of the vessel of which it had been a part had been cut off by a collision with some other craft. The Clara E. Wilbur was a new vessel and sailed from Darien, Ga., for New York, Nov. 8 last. Since that date nothing had been heard from her. It is known that the Quinebaug, a vessel of the same type as the Clara E. Wilbur, which has also been missing since early in November, was in the same general latitude as the Clara E. Wilbur. Shipping experts here think that the two vessels may have been in collision. Each schooner carried a crew of about 20 men.

REMARKS.

Interested as Insurance Broker
on hull.

See letter from Agent at Savannah Ga.

Extract from letter from Commissioners of
Pilots at Savannah:"As she was bound coastwise she was not
obliged to clear at the Custom House, and
having a license she sailed without a pilot
therefore, no evidence of the sailing can be
obtained from either of these interests."

Forwarded by Messrs Willis Faber & Dumas

No report of this vessel has
been published in Lloyd's List
Sailing since verified by Agent
Savannah 5183

CHARLES E. WILBUR.—London, Feb. 24.—A Central News telegram from New York, dated Feb. 24, states:—Some wreckage from the American four-masted sailing ship Charles E. Wilbur has been washed ashore at Bermuda. It is believed that there was a collision between that ship and the Quinebaug, both of the vessels having been missing for some time. It is feared that the crews of both vessels, numbering 40 men altogether, were drowned. The Charles E. Wilbur and Quinebaug left Georgia ports last November with cargoes of lumber for New York. The two ships were owned by the same company.

L.L. Feb. 25 1905

COMMITTEE'S DECISIONS.

Deferred for confirmation of sailing—25th
and for further information from Messrs Willis Faber & Dumas.Messrs Willis Faber & Co forwarded on Feb 2, a letter
from the Propeller Tow Boat Co. whose tug towed
vessel to sea and one from Commissioners of
Pilots at Savannah (See extract above)
Application reconsidered 8th March
and Notice put on Board
Posted missing - 15th March 1905

L.L. March 7 1905

No. 2957

H. D. 10. (steam dredger) of Dakar, L. W. de Groot Dreux. 378 tons gross

Ymuiden for Dakar.

Application submitted

25th January 1905

REMARKS.

Subscribers making application

A. G. Meissner ²⁵⁴

Interested as Insurance Broker

Owner

Werf Conrad Scheepswerf en
Werktuigen fabriek
Haarlem

Cargo

Insurance effected at

London - one half
Holland - do

On Vessel

On Cargo

Latest Account

Sailed from Ymuiden
for Dakar on the 29th Nov. 1904
and was seen by Dutch steamer
Jeanne on 4th December 1904, about
25 miles NNE from Ushant

Crew:— 16

Apprentices

Number of Days out

from sailing 56 74 80
" passing 51 72 79

COMMITTEE'S DECISIONS.

Deferred three weeks 25 Jan 1905
On Board — 15th Feb 1905
Posted missing — 22nd Feb 1905

No. 2958

Carlisle

of London, Official Number 86984, Simpson
Tons 2157 gross 1363 net
Vladivostok for Port Arthur

Application submitted

26th January 1905

REMARKS.

Subscribers making application

Jepprey Head
Messrs Henry Head & Co
24 1/2

Interested as Broker

Owner

Simpson S.S. Co
24 Woodsworth Avenue
Cardiff

Cargo

General

Insurance effected at

Lloyd's & Companies

On Vessel

On Cargo

Latest Account

Sailed from ~~to~~ Vladivostok
for Port Arthur ~~about~~ on
~~December 21~~
~~November 7~~ 1904

London, Jan. 7.—Lloyd's Agent, Chefoo, in answer to inquiry, telegraphs Jan. 7, 4 5 p.m., as follows:—
Carlisle, Port Arthur, has not arrived. We have no tidings of her.

CARLISLE (s).—London, Feb. 13.—Following cable received from Manila, dated Feb. 13:—Steamer Carlisle lost blades propeller 300 miles off Yokohama, sailed St. Miguel Bay, exposed northerly, all well. Wire instructions forthwith.

CARLISLE (s).—Manila, Feb. 13, 12 40 p.m.—
Carlisle (s), arrived San Miguel, Camarines, lost all propeller blades.

L.L. Jan 7 1905

Feb. 13 1905

Crew:— 23

Apprentices ml

Number of Days out

60

COMMITTEE'S DECISIONS.

Deferred for further enquiries - 25th Jan

Application withdrawn. Vessel arrived
at San Miguel, Camarines.

No. 2959

Tulip of Lerwick, H. Hansen, 44 tons register. Official No 92791
Lerwick for Faroe Islands

Application submitted

1st February 1905

REMARKS.

Subscribers making application

Fred. Finch 2868₀₅

Interested as having effected the insurance on the hull.

Owner

Peter Sarriock
Lerwick

Cargo

In Ballast.

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Lerwick
for Faroe Islands on the
2nd November 1904

Agents at Lerwick write under date 2 Feb 05
"we can attest to the master's name being
H. F. Hansen, ----- The weather was moderate
and wind S. when the 'Tulip' left here, but
changed during the afternoon, and in the evening
we had a strong gale from W to N.W. As the
vessel went round Lumburgh Head she would
probably have been off to the westward of Shetland
by that time?" 221₀₅

TULIP.—London, Jan. 21.—Captain Ole Pedersen,
from Tugilford, Faroe Islands, arrived at Stromness
yesterday, proceeding to Lerwick to make inquiries
about his brother's smack Tulip, of Tugilford, which
left Lerwick on Nov. 2 last, and has not since been
reported.—Daily Telegraph.

L.L. Jan 21, 1905

Crew:— 6

Apprentices

Last report from Faroe dated
December 11th February 17 1905

Number of Days out

~~89~~ 45 117

COMMITTEE'S DECISIONS.

Deferred for later information from Faroe 1 Feb 05
On Board — 22nd Feb. 1905
Ported missing — 1st March 1905

No. 2960

Start ^{1st} of Oxelosund, J. Graham, Tons 1649 gross 980 net
Oxelosund for Rotterdam & Hull

Application submitted

1st February 1905

REMARKS.

Subscribers making application

J. H. Basden ^{310 9/5}Insurance Broker for £800 on
wood pulp to Hull.

Owner

Oxelosunds Rederiaktiebolag
(P. Tham Manager)
Oxelosund

Cargo

Iron Ore, Pig iron & General

Insurance effected at

Sweden

On Vessel

Sweden (largest part)

& above £800 at Lloyd's

On Cargo

Latest Account

Sailed from Oxelosund
for Rotterdam & Hull on the
3rd January 1905, and passed
Brunsbüttel (Baltic Canal) on
the 6th January 1905.

Crew:— 21.

Apprentices

Number of Days out

from sailing 28 35
" passing 25 32

COMMITTEE'S DECISIONS.

On Board. — 1st Feby 1905
Posted missing — 8th Feby 1905

START (s).—Emden, Jan. 13.—The steamer Start, from Oxelosund for Rotterdam, with iron ore, which passed Brunsbüttelkoog Jan. 6, appears to have been lost during the recent gale. Letters and various papers have drifted ashore on Juist, and hatches on Norderney. — *Weser Zeitung*.

START (s).—Emden, Jan. 13.—The Swedish steamer Start, bound for Rotterdam, which is some days overdue, is considered lost. On Juist letters of the captain and on Norderney wreckage, apparently coming from the steamer, have drifted ashore. — *Börsen Halle*.

START (s).—Rotterdam, Jan. 13.—It is reported from Norderney that half of a lifebuoy, marked "Oxelosund," has come ashore there, and from another place it is reported that some bales of paper had been washed up. — (The Start had some paper on board). — *Zeepost*.

L. L. Jan 16 1905

" "

" 17, 19

No. 2961

Elizabeth of Inverness, Official Number 70527. A. Main
Tons 86 gross 80 net.
Sunderland for Tain, (Ross-shire)

Application submitted

8th February 1905

REMARKS.

Subscribers making application

Fred Finch
3912

Interested as Insurance Broker. Having effected the Insurance on the Vessel.

Owner

W. Main
123 Findhorn
Forres

Cargo

Coal

"loaded ... a cargo of Screened House Coal
named Vane Wallend, and from the
"Tilksworth Pit" at Sunderland 4150
60

Insurance effected at

Lloyd's

On Vessel

On Cargo

The sailing is verified by the Sunderland
Bill of Entry of the 27th Dec. which appears
to be the only information received at
Lloyd's except the following paragraph.

Latest Account

Sailed from Sunderland
for Tain (Ross-shire) on the
27th of December 1904, and was
spoken on the 5th January, 1905 off
Buchan Ness, all well.

Crew:— 5

Apprentices

Number of Days out

42. 49

COMMITTEE'S DECISIONS.

On Board — 8th Feb. 1905
Posted missing - 15th Feb. 1905

ELIZABETH.—London, Jan. 31.—All hope of the
safety of the schooner Elizabeth, of Findhorn, has now
been abandoned. She left Sunderland for Tain on
Dec. 28, with a cargo of coals, and has not been heard
of since Jan. 5.—Daily Telegraph.

L. L. Jan 31, 1905

All hope of the safety of the schooner Elizabeth,
belonging to Captain William Main, of Findhorn,
and registered at Inverness, has now been abandoned,
and it is feared that the unfortunate vessel went down
with all hands in the gale of the 16th inst. She
left Sunderland for Tain on Dec. 28, with a cargo
of coals, and has not been heard of since Jan. 5.
She was in command of Captain Alexander Main,
twenty-six years old, son of the owner, who had taken
his father's place for the voyage, and the others
on board were John Main, mate, aged twenty-eight,
another son of the owner, who was married only
four months ago, and three young seamen.

Daily Telegraph Jan 31, 1905

No. 2962

Linnea (s) of Carlscrona, A. W. Lindeberg, Tons 463 gross 247 net
 Llanelly for London

Application submitted

8th February 1905

REMARKS.

Subscribers making application

Holmwood & Holmwood Ltd.

F. W. Senior

3965

Director

and

Sir Chas. Tennant 3994

Owner

Karlskrona Angpartig Aktiebolag
 Carlscrona

Interested as Insurance Broker on the hull

Cargo

Coal

505 tons small anthracite coal

Insurance effected at

Gothenburg &
 Lloyd's (157)

On Vessel

London

On Cargo

Latest Account

Sailed from Llanelly
 for London on the 13th January, 1905

LINNEA (s).—London, Jan. 28.—Fears are entertained that a large steamer has gone down on the Manacles, in Cornwall. A quantity of wreckage has come ashore, including a ship's boat bearing the name "s.s. Linnea, Karlskrona." Yesterday some fishermen picked up a cork fender, attached to which was a handkerchief and a woollen comforter, evidently used to secure a body.

L. C. Jan. 28, 1905

LINNEA (s).—London, Jan. 31.—The steamship Linnea, of Carlscrona, bound for London from Llanelly with a cargo of 235 tons of tinplates, is supposed to have been lost on the Manacles during the recent heavy gale. She left Llanelly on Jan. 10.—Daily Telegraph. —[See issue of Jan. 28.]

" " 31, 1905

LINNEA (s).—London, Jan. 31.—With reference to paragraph published in issue of yesterday respecting above steamer, the agents of the steamer write that the report is incorrect in some particulars. Instead of leaving Llanelly on Jan. 10 with 235 tons tin plates, she left Llanelly on the 13th with a full cargo of 505 tons small anthracite coal for London.

Feb. 1, 1905

Crew:— 12

Apprentices

Number of Days out

25-32

COMMITTEE'S DECISIONS.

On Board — 8th Feby, 1905
 Ported missing — 15th Feby, 1905

No. 2963

D'Artagnan

of Vannes, Le Trudic Tons 324 gross 237 net

Swansea for Arcachon

Application submitted

22nd February 1905

REMARKS.

Subscribers making application

Northern Maritime Insurance Co Ltd
J. Ferguson,
Underwriter

Interested as Underwriters on cargo

Owner

Le Trudic
1 Place Morbihan
Vannes

Cargo

Coal

No letter from the owner, as vessel was owned by the Captain. There are however letters from Lloyd's Agent at St Nazaire and the British Consul at Brest, and also a Report of Marine Nationale. The latest date of these communications is Nov. 15, 1904.

Insurance effected at

On Vessel

Newcastle

On Cargo

"The vessel loaded at Swansea 420 tons Elders Navigation large coal which is not considered any more dangerous than other steam coal. Weather was very bad immediately after the vessel left here" Aft Swansea

Latest Account

Sailed from Swansea for Arcachon on the 28th September 1904.

Bordeaux, Oct. 12. — The French three-master D'Artagnan, Le Trudic, which left Swansea Sept. 28 for Arcachon, has not yet arrived at her destination. The brig Egalite, which also left Swansea the same day for Arcachon, arrived at her destination Oct. 8, after having met with bad weather when crossing the Channel.

C. L. 15/10/1904

Crew:—

Apprentices

Number of Days out

146 — 153

COMMITTEE'S DECISIONS.

On Board —

22nd Feb 1905

Ported missing —

1st March 1905

No. 2964

Alpha of Hull, Official Number, 91386, William Henry Aspinall
89 tons gross 69 net
Newburgh-on-Tay & Dundee for London

Application submitted

22nd February 1905

REMARKS.

Subscribers making application

John Jure 5289₀₅

Owner

William Henry Aspinall
Brazil Street
Helderness Road
Hull

The owner was the captain.
Letters accompanying are from the
Mortgagees, Coast Guard, and
Royal National Lifeboat Institution.

Cargo

Potatoes in bags

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

Sailed from Newburgh-on-Tay on the 28th December 1904, and
from Dundee Roads on the
following day.
No report of sailing - Lloyds List

Crew:— 4

Apprentices 1

ALPHA.—Hull, Jan. 13.—A telegram has been received by Captain Aspinall, which leaves no doubt that the Hull ketch Alpha has foundered with all hands.—Hull Daily News.

ALPHA.—London, Feb. 7.—A telegram from Berwick states it has been ascertained that the ship which sank off the Faroe (? Farne) Islands some time ago was the Hull vessel Alpha, with potatoes, from Dundee for London. Her crew of five were drowned, including Captain Aspinall.—[See issue of Jan. 14.]

L.L. Jan 14. 1905

L.L. Feb 7

Number of Days out

from Newburgh-on-Tay ~~55~~ 62
Dundee Roads ~~54~~ 61

COMMITTEE'S DECISIONS.

On Board — 22nd February 1905
Posted missing — 1st March 1905

No. 2965

Nelly of Truro, Official Number 63502, William Toms Tons 105 gross
79 net.
St. John's Nfld for Barcelona

Application submitted

1st March 1905

REMARKS.

Subscribers making application

John B. Pickford ⁵⁶⁰⁰/₀₅

Interested as Insurance Broker

Owner

S. Truscott
Charlestown
St Austell, Cornwall

Cargo

Lead-pipe in Bulk

Insurance effected at

Newquay.

On Vessel

On Cargo

Latest Account

Sailed from St. John's
Nfld. for Barcelona on the
9th December 1904
St. John's List gives sailing date as
7th December.

Crew:— 5.

Apprentices

Number of Days out

84 88

COMMITTEE'S DECISIONS.

On Board — 1st March 1905
Posted missing — 8th March 1905

No. 2966

Conqueror of Jersey, Official Number 68796, Thomas Charles Blampied
59 Tons Register
Fogo, Nfld. for Jersey f.o.

Application submitted

1st March 1905

REMARKS.

Subscribers making application

Fletcher & Welton $\frac{57.80}{05}$ Eugene A. White $\frac{59.95}{05}$

Interested as Brokers.

Interested as Agent for Consignees

Owner

G. Le Scelleur

Cargo

Dry Cod fish

Insurance effected at

Gorey Mutual Insurance
Jersey. On VesselWestern Ins Co of Canada
Lloyd's. On Cargo
On Provision

Latest Account

Sailed from Fogo
(Change Island) Nfld. for
Jersey, for order, on the
29th November 1904Lloyd's List states sailed from
Newfoundland on the 29th Nov for
Jersey.

Crew:— 5

Apprentices

Number of Days out

91-98

COMMITTEE'S DECISIONS.

On Board —

1st March

Ported missing —

8th March

No. 2967

Eulomene of Liverpool, Official Number 99307 W. O. Thomas
Tons 2725 gross 2539 net
Bremerhaven for Newcastle-on-Tyne

Application submitted

8th March 1905

REMARKS.

Subscribers making application

Holmwood & Holmwood Ltd.
F. W. Lemier ⁶⁰⁸²/₀₅
Director

Interested as Broker to Owners

Owners

Liverpool Shipping Co. Ltd.
Henry Fernie & Sons, Managers
7 Rumpford Street, Liverpool

Cargo

Ballast

1050 tons clay & sand

Insurance effected at

Lloyd's & Coys.

On Vessel

On Cargo

Latest Account

Sailed from Bremerhaven
for Newcastle-on-Tyne, in tow, on the
27th January 1905, and was lost sight
off on the 31st January 1905

Crew:— 19

Apprentices 4.

Number of Days out

from sailing 39 53 60
" last seen 35 49 56

COMMITTEE'S DECISIONS.

Deferred 14 days — 8th March 1905
On Board. — 22nd March 1905
Posted missing — 29th March 1905

Newcastle, Feb. 3.—Dutch tug Poolsee, which left Geestemunde last Friday with the Liverpool ship Eulomene in tow, has arrived in the Tyne, and reports that on Monday, when near the Dogger Bank, experienced a gale. The wind was blowing with tremendous force, with a heavy sea, when the hawser parted near the sailing ship's bows. It was impossible, owing to the state of the weather to get another hawser on board. The Eulomene drifted away, and the tug followed, but early on Tuesday morning the former was lost sight off. All efforts to find the sailing ship by following in the course she drifted proved futile, and ultimately the Poolsee made for the Tyne. The Eulomene was bound for the Tyne to load.

London, Feb. 6.—Eulomene: The owners of the Eulomene telegraph from Liverpool, Feb. 6, 10 18 a.m., as follows:—Collier Emma Sauber arrived Tyne Saturday evening, reports seeing a light four-masted ship 60 miles from Heligoland on Wednesday.

Bremen, Feb. 7, 10 23 a.m.—Eulomene: Information received from shipping office, Bremerhaven, states crew consisted captain, mate, 13 able, one ordinary seaman, cook.—[See issue of yesterday.]

Bremen, Feb. 24, 12 34 p.m.—German three-masted schooner Rudolf Josephy arrived Bu'ness from Bremen after four weeks' voyage, left same day as Eulomene.

L.C. Feb. 3. 1905

" 6, 1905

" 7 1905

" 24, 1905

No. 2968

Ivanhoe of Liverpool N.S., Official Number 116588, Galeb Mare.
Tons 120 gross 99 net.
Halifax N.S. for the Bahama Islands

Application submitted

15th March 1905

REMARKS.

Subscribers making application

Holmwood & Holmwood Ltd.

F. W. Senier

Director 675285

Owner

Thomas Moulton
Burgess, nfd.

Cargo

General Merchandise

Insurance effected at

Lloyd's

On Vessel.

America

On Cargo

Latest Account

Sailed from Halifax N.S.
for Nassau N.P. on the
5th November 1904.

IVANHOE.—*Methil*, Dec. 20.—The master of the Norwegian vessel *Stamboul*, from Pensacola, reports that at 1 p.m. Nov. 16, in lat. 30 39 N, long. 56 54 W, he saw a vessel floating bottom up and drifting southward, which he believes was the *Ivanhoe*, of Liverpool (N.S.) A boat was sent to examine the wreckage and a dead body was also seen near it.—[By last account the *Ivanhoe* left Halifax (N.S.) Nov. 5 for Bahamas.]

L.C. Dec. 22, 1904

IVANHOE.—*Halifax*, Dec. 15.—Some anxiety is felt here to-night for the safety of the British schooner *Ivanhoe*, *Mare*, which sailed from this port on Nov. 5 with general cargo for the Bahama Islands. The *Ivanhoe* registered 100 tons, is owned by Thomas A. Wilson, of Bridgewater.—[See issue of Dec. 22.]

" Dec 27, 1904

Crew:— 7.

Apprentices

Number of Days out

129 120

COMMITTEE'S DECISIONS.

On Board —

15th March 1905

Posted missing —

22nd March 1905

No. 2969

Highland Lassie

(s) of London, Official Number 98907
 Moles Tons 2488 gross 1606 net
 Swansea for Buenos Ayres

Application submitted

15th March 1905

REMARKS.

Subscribers making application

Frank E. Dixon

Messrs Harris & Dixon

7205
05

Owners

H. & W. Nelson Ltd.

No letter from Owners but Mr Dixon states Form filled in by Owners.
 Committee decided to place vessel on Board for enquiry. Mr Dixon was requested to obtain letter from Owners, which has since been received.

Cargo

Rough General.

Insurance effected at

London & Liverpool

On Vessel

London & Liverpool

On Cargo

Latest Account

Tailed from Swansea
 for Buenos Ayres on the
 10th December 1904.

Crew:— 36

Apprentices

Number of Days out

94 101

COMMITTEE'S DECISIONS.

On Board — 15th March 1905
 Posted missing — 22nd March 1905

No. 2970

Freshfield (s) of Liverpool, Official Number 99383, D. Lawson
Tons 2730 gross 1750 net.
Pensacola & Norfolk (Va), for Hamburg

Application submitted

22nd March 1905

REMARKS.

Subscribers making application

Chas. Wright $\frac{7540}{05}$

Interested as Insurance Broker for the steamer.

Owners

Northfield Steam Ship Co, Ltd.
J. Brown & Son, Managers
Liverpool

Cargo

Deals & Boards

Vessel had 510 tons Water Ballast

Insurance effected at

Lloyd's and with companies } On Vessel

Unknown } On Cargo

Latest Account

Sailed from Pensacola for
Hamburg on the 28th Jan. 1905, from
Norfolk Va on the 7th Feb. 1905 and
passed Cape Henry on the 7th Feb. 1905.

FRESHFIELD (s).—Baltimore (by Cable received Feb. 6).—Steamship Freshfield, Pensacola for Hamburg, after coaling Norfolk had list; discharging part deck-load.

L. L. Feb 7 1905

Crew:— 25

Apprentices

Number of Days out

from Cape Henry 42. 56 63

COMMITTEE'S DECISIONS.

Deferred 14 days - 22nd March 1905
On Board - 5th April 1905
Posted missing - 12th April 1905

No. 2971

Sirene of Bremen, Kohlsaats Tons 1478 gross 1410 net
 Liverpool for Junin

Application submitted

22nd March 1905

REMARKS.

Subscribers making application

Northern Maritime Ins^{ce} Co^o
 J. C. Nicholson
 Secretary

Owner

Joh. Fr. Arens
 Bremen

Cargo

Coal

"cargo reported to consist of about 2100 tons
 steam coal from Blundell's, Pemberton
 collieries." Lpl Salv. Assⁿ 332.66

Insurance effected at

Bremen

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from Liverpool
 for Junin on the 31st May 1904
 and was spoken on the 13th June 1904
 in lat. 35. 39 N, long. 14. 41 W.

Crew:— 21

Apprentices nil

Junin, district of Iquique
 Arrivals at Junin obtained from
 Shipping Risto. Date of last list
 Jan 31

Number of Days out

from sailing 294—301
 " speaking 281—288

COMMITTEE'S DECISIONS.

On Board — 22nd March 1905
 Posted missing — 29th March 1905

No. 2972

Sei Sorelle of Naples, Salemmone Tons 511 gross 486 net
Laguna for Marseilles

Application submitted

29th March 1905

REMARKS.

Subscribers making application

James Bischoff & Sons $\frac{846}{05}$

Interested as brokers of cargo.

Registered Owner

F. Murolo

"The real owner of the vessel is Mons. Michele Mainardi, 14 Rue St. Joseph, St Just, Marseilles; Mons. F. Murolo according to information furnished to me is only the borrowed name necessary to place the ownership in conformity with the Italian law, it being understood that Mr. Mainardi should become a naturalised French subject." Extract from letter from Mr. Pascal Ottaviani, the Marseilles Agent of the Underwriting Association, of London. Received by Messrs J. Bischoff & Sons.

Cargo

Logwood.

Insurance effected at

Italy

On Vessel

Lloyd's

On Cargo

Letter from Mons Michel Mainardi accompanies the application.

Latest Account

Tailed from Laguna for Marseilles, on the 4th August 1904, and passed Tarifa on the 11th December 1904.

SEI SORELLE.—London, March 27.—Sei Sorelle Laguna for Marseilles, passed Tarifa Dec. 11: In answer to inquiry asking for latest news of above vessel, Lloyd's Agents at Marseilles write under date March 25 that she is considered lost.

L.L. March 27 1905

Crew:— 14

Apprentices

Number of Days out

from sailing 236 243
" passing 107 114

COMMITTEE'S DECISIONS.

On Board — 29th March 1905
Posted missing — 5th April 1905

No. 2973

Mars ^{1st}, of Flensburg, Niemann. Tons 1935 gross 1254 net
Pensacola for Leer.

Application submitted

29th March 1905

REMARKS.

Subscribers making application

Fred Finch

Interested & having effected the insurance
on the cargo.

Owner

A. Hansen
Flensburg

Cargo

Pitch Pine

Insurance effected at

On Vessel

Lloyds & Canton & Triton
Insurance Co.

On Cargo

Latest Account

Sailed from Pensacola
for Leer on the 31st Jan. 1905.

London, March 7.—In reply to an inquiry the owners
of the Mars wire to-day as follows:—No news since
leaving Pensacola, Jan. 31, direct for Leer. Cargo
sawn timber.

L. L. March 8, 1905

Crew:— 18

Apprentices 1.

Number of Days out

~~56~~ 70 77

COMMITTEE'S DECISIONS.

Deferred 14 days — 29th March 1905
On Board — 12th April 1905
Posted missing — 19th April 1905

No. 2974

Alpha of Carnarvon, Jones, Official number 51302, Tons 99 gross 80 net
Dublin for Amlwch

Application submitted

29th March 1905

REMARKS.

Subscribers making application

H. E. de Rougemont

Interested as Insurance Broker

Owner

John Richard Jones
PortmadocNo letter from Owner as Captain
was the Owner.

Cargo

Manure

Insurance effected at

a Society Liverpool

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Dublin for
Amlwch on the 22nd Feb, 1905Clearance confirmed in Dublin Bill
of Entry

Crew:— 4

Apprentices

Number of Days out

37 48 55

COMMITTEE'S DECISIONS.

Deferred 14 days — 29th March 1905
On Board — 12th April 1905
Posted missing — 19th April 1905

No. 2975

Dollie

(3) of Liverpool, Official Number 87952, Thomas Kerruish

Tons 389 gross 161 net.

Garston for Dublin

Application submitted

5th April 1905

REMARKS.

Subscribers making application

Beverington Vaizey & Foster

Interested as brokers for hull.

Owners

James J. Mack & Sons
14 Water Street
Liverpool

Cargo

Coal.

Vessel was loaded with about 375 tons West Leigh (Lancashire) coal, wrought the day before sailing, as per report made to us "Lpl Sub Acc?"
33269

Insurance effected at

Lloyd's & Liverpool } On Vessel

On Cargo

Latest Account

Sailed from Garston
for Dublin on the 14th March
1905.**DOLLIE** (s).—Liverpool, March 20, 10 27 a.m.—Steamer Dollie, which left here March 14 for Dublin, has not yet arrived and anxiety is expressed for her safety.

L.C. March 20, 1905

DOLLIE (s).—Fleetwood, March 21, 11 35 a.m.—Steam trawler Trent arrived here reports having picked up lifeboat, marked Dollie, Liverpool, off Mull of Galloway, last Friday, also reports passing a quantity of wreckage, including lifebuoys.—[See issue of yesterday.]

Crew:— 10

Apprentices

Number of Days out

21 25

COMMITTEE'S DECISIONS.

On Board - 5th April 1905
Posted missing - 12th April 1905

No. 2976

Oleta (s) of Bilbao, Salgado. Tons 3159 gross 2232 net.

Port Cads for Rotterdam.

Application submitted

3rd May 1905

REMARKS.

Subscribers making application

F. B. Messenger 11375/05

Interested as Insurance Broker

Owners

Cia. de Navegacion Olazarri
Sarteiz & Mendialdua, Managers
Bilbao

Cargo

General.

Grain, Staves, Timber & Miscellaneous Goods.

Insurance effected at

London

Bilbao

Barcelona

Paris

On Vessel

Unknown.

On Cargo

Latest Account

Sailed from New Orleans
for Rotterdam on the 23rd February
1905 and from Port Cads on the
following day.

Crew:— 31

Apprentices nil

Number of Days out

from Port Cads 77 74

COMMITTEE'S DECISIONS.

On Board — 3rd May 1905
Posted missing — 10th May 1905

No. 2977

Andreas

of Marstal, Folmer

143 Tons gross 119 net.

Leghorn for Leith

Application submitted

17th May 1905

REMARKS.

Subscribers making application

F. N. Pickford 126/1905

Interested as brokers to owners of cargo

Owner

John A. Petersen
MarstalThe letter accompanying the application
is signed by Messrs Hermann C. Boye & Co of
Marstal, on behalf of the owner.

Cargo

Marble.

Goods

Insurance effected at

On Vessel

On Cargo

Liverpool

Latest Account

Sailed from Leghorn
for Leith on the 3rd Jan. 1905.

ANDREAS.—Copenhagen, April 25.—Anxiety is felt
for the safety of the schooner Andreas, of Marstal,
Folmer, which left "Genoa Jan. 6" for Leith, with
marble, and has not yet reached her destination.—
Borsen Halle.

L.L. Apr 25 1905

Crew:— 6

Apprentices nil

Number of Days out

~~133~~ ~~161~~ 168

COMMITTEE'S DECISIONS.

Deferred one month - 17th May 1905
On Board - 14th June 1905
Posted missing - 21st June 1905

No. 2978

Wyberton

(Steam trawler) of Boston (Line). H. Fitter 55 tons net 122 gross
 Official Number 93405
 Boston (Line) for North Sea Fishing Grounds

Application submitted

24th May 1905

REMARKS.

Subscribers making application

P. Wigham Richardson _{12674/05}

Interested as Insurance Broker.

Owners

The Boston Deep Sea Fishing & Ice Co. Ltd.
 Boston
 Line.

Cargo

Nil.

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Boston, Lines
 for the North Sea Fishing Grounds
 on the 18th April 1905

WYBERTON (s).—Boston, May 17.—Anxiety is felt for the safety of the steam trawler Wyberton. This vessel left Boston April 18 for the North Sea fishing grounds, and the next day two lifebuoys, marked "Wyberton, Boston," were picked up by coastguards about 1½ mile north of Ingoldwells, on the Lincolnshire Coast.

L. L. 18 May 1905

Crew:— 9

Apprentices

Number of Days out

35 12

COMMITTEE'S DECISIONS.

On Board

24th May 1905

Posted missing -

31st May 1905

No. 2979

Moy of London, Official Number 89695, Mahr Tons 1697 gross 1544 net
Demerara for Liverpool

Application submitted

31st May 1905

REMARKS.

Subscribers making application

Arthur G. Watson ¹³⁵¹⁴/₈₅

Interested as brokers for ship

Owner

James Nourse, Limited
4 Lloyd's Avenue
London E.C.

Cargo

Ballast

Ballast consisted of 960 tons of sand
and 80, 400 gallon Water Tanks.

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Demerara
for Liverpool on the 16th Feb'y 1905

Crew:— 28

Apprentices 1

Number of Days out

103 — 124

COMMITTEE'S DECISIONS.

Deferred 14 days — 31st May 1905
On Board — 14th June 1905
Posted missing — 21st June 1905

No. 2980.

Alcinous of Greenock, Official Number 81836, Macbormaig
Tons 1662 gross 1489 net
Lobos de Afuera for Antwerp

Application submitted

7th June 1905

REMARKS.

Subscribers making application

John Bland ¹³⁸⁶⁶/₀₅

Interested as Insurance Broker

Owner

A. & J. M. Carmichael & Co.
Thomas Carmichael (Man. Owner)
Greenock

Cargo

Guano

Insurance effected at

Glasgow & London

On Vessel

On Cargo

The following is an extract from the logbook of the "Metropolis" received by the Liverpool Underwriters' Association from Messrs W. Thomas Sons & Co.:-

"Lat 20.48 N long. 43.24 W. 31 Mar. 1905
fine Easterly breezes and passing showers
of rain this day wind hauling to the
Southward and moderate sea. Noon
exchanged signals with the British
Barque "Alcinous" 105 days out
from Lobos de Afuera to Antwerp."
¹⁸²⁰⁰/₀₅

Latest Account

Sailed from Lobos de
Afuera for Antwerp on the
15th December 1904, and reported
to have been spoken on the 31st March
in lat 21 N long. 33 W.

Crew:- 23

Apprentices 2.

Liverpool, May 5.—The ship Professor Koch on her arrival at San Francisco on Feb. 4, reported having spoken British ship WRVT on Dec. 25, in 25 S, 93 W. It is considered probable that the vessel seen was the Alcinous, whose signal letters are WLVT, and which would be in about the position indicated.—Liverpool paper.

L. L. May 5, 1905

London, July 6.—It is reported that the Alcinous was spoken on March 31, lat. 21 N, long. 33 W, all well, by the Metropolis, now at Antwerp.

" July 7, 1905

Number of Days out

from sailing ~~173~~ ~~201~~ 208
" reported speaking 102.

COMMITTEE'S DECISIONS.

Deferred one month - 7th June 1905
On Board - 5th July 1905
Posted missing - 12th July 1905

No. 2981

Glenburn

of Greenock, Official Number 76147, Johnston
Tons 1546 gross 1476 net
San Francisco for Liverpool.

Application submitted

7th June 1905

REMARKS.

Subscribers making application

W. J. L. Davies 1476¹/₅

Interested as Insurance Broker on the hull.

A letter from Messrs H. B. Sedgwick & Co. enclosing a request from Messrs Balfour Williamson & Co. to post vessel was read before Committee on June 14.

Owner -

D. G. Shankland Jr
R. Shankland & Co
Greenock

Cargo

General.

Cargo consisted of:

1864	tons	Salmon
158	"	Fruit
210 ¹ / ₂	"	Tallow
37 ¹ / ₂	"	Bark

Insurance effected at

Lloyd's

On Vessel

British Foreign Mers & Co.
Yankee Ins & Assn

On Cargo

Latest Account

Sailed from San Francisco for Liverpool on the 25th October 1904 and was spoken on the 11th December 1904, in lat. 34 S long. 127 W.

Crew: - 23

Apprentices 2

GLENBURN.—St. Ives, May 25, 5 1 p.m.—Piece of a boat with name "Glenburn, Greenock," picked up three miles north-west of St. Ives Head, and landed at St. Ives to-day.

St. Ives, June 9, 7 4 p.m.—Landed here this day, ship's meat safe, about 4 feet long, picked up nine miles north of Penzance Tuesday night. Appears to have been some time in water and has some barnacles, no marks, supposed to be from the ship Glenburn, of Greenock. Am having a strict watch kept in my district for any wreckage that may be seen floating.—Lloyd's Agent.

MISCELLANEOUS.

Bristol, June 22.—Port Antonio (s), from Kingston (Ja), reports:—On outward voyage, at noon, May 21, in 49 N, 12 W, in hazy weather, passed close astern of a slate coloured painted barque, standing to the south-eastward on port tack, name rather indistinct, but which looked like "Glenburn."

L. L. May 26 1905

June 23. 1905

Number of Days out

from sailing 224 231 238 245
speaking 177 184 191 198

COMMITTEE'S DECISIONS.

Deferred 14 days - 7th June 1905
On Board - 21st June 1905
Ported missing - 28th June 1905

GLENBURN.—London, Sept. 19.—Following received by the owners from H.B.M. Consul at Cherbourg:—A ship's boat, marked "Glenburn, Greenock," has been washed ashore on the coast near Vauville. The Customs men who found the wreckage state that it is of no value. I should advise that this wreckage should be abandoned to the salvor.—[The Glenburn ship, of Greenock, San Francisco for Liverpool, was posted missing June 28.]

L. L. Sept 19 1905

No. 2982

Secunda of Groningen, Dik, Tons 203 gross 170 net
Cardiff for Cadiz

Application submitted

7th June 1905

REMARKS.

Subscribers making application

F. Hall

Owner

J. H. Kruijs
Groningen

Cargo

Coal

The coal shipped was Tirpenty's Black
Vein Steam Coals - a 2nd Monmouth Coal
not considered dangerous. Aft Cardiff 15282

Insurance effected at

Amsterdam

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Cardiff
for Cadiz on the 22 April 1905

SECUNDA.—Bristol, April 27.—The City of
Dresden (s), arrived here to-day from Hamburg, reports
having picked up a lifeboat, marked "Secunda, Gron-
ingen," floating bottom upwards yesterday about three
miles north of Forelands. It is thought that this boat
may have belonged to the schooner reported to have
recently sunk in that locality after collision with the
steamer Racine. [Memo.: The Dutch schooner Secunda
left Cardiff, April 22, for Cadiz.]

SECUNDA.—Hull, May 1.—Telegram from Porth-
cawl says there can now be no doubt as to the identity
of the vessel which was sunk after being run into by a
steamer off the Foreland Lighthouse, in the Bristol
Channel, on the 21st ult. A coastguard this morning
picked up a bucket bearing the name "Secunda,
Groningen."

L.L. Apr 28, 1905

May 1, 1905

Crew:— 7

Apprentices

Number of Days out

~~45~~ 72 80

COMMITTEE'S DECISIONS.

Deferred one month — 7th June 1905
On Board — 5th July 1905
Posted missing — 12th July 1905

No. 2983

Charles & Max of bastellamare, Maresca
 Tons 516 gross 410 net
 Aruba for Ghent.

Application submitted

19th July 1905

" resubmitted

2nd August 1905

Subscribers making application

O. G. Holmden

(Messrs H. Clarkson & Co)

17387
05

REMARKS.

Interested on behalf of Shipowner

Owner

M^{rs} Elisa Vetronaile

Cargo

Phosphate

750 tons

Insurance effected at

Nantes

On Vessel

Unknown

On Cargo

London & Provincial Insurance Co

Latest Account

Sailed from Aruba
 for Wondolghem (Ghent)
 on the 28th January 1905

Crew:— 11

Apprentices

Number of Days out

171 185 192

COMMITTEE'S DECISIONS.

Application not entertained
No insurances in United Kingdom

On Board — 2nd Aug 1905
 Ported missing — 9th Aug 1905

No. 2984

Bay of Bengal

of Newport, ^(Illon) Official Number 73562,
Gerrard Tons 1595 gross 1480 net
Cardiff for Taltal

Application submitted

16th August 1905

REMARKS.

Subscribers making application

S. P. Turner 1907/05

Interested as Insurance Broker

Owner

Beynon Shipping Co Ltd
J. Beynon & Co Managers
Cardiff

Cargo

Coal

Insurance effected at

Lloyd's & Companies

On Vessel

On Cargo

Latest Account

Sailed from Cardiff
for Taltal on the 11th March 1905.

Crew:— 20

Apprentices 5

Number of Days out

~~164~~ 192 199 206

London, Sept. 25.—Bay of Bengal, Port Talbot for Taltal: In answer to inquiry asking whether above vessel had arrived, Lloyd's Agent at Taltal telegraphs, Sept. 23, 11 20 a.m.:—Has not arrived. We have no tidings of her.

L L Sept 25 1905

"This vessel's cargo consisted of 1867 tons of North's Merthyr Steam Nuts (washed) & 397 tons Oriental M. Steam Nuts. The former come from the Agmore Valley, the latter may be any class of coal supplied under the designation "Oriental Merthyr," but would in this case probably be of a similar class to the North's Merthyr no separation being made we understand between the two descriptions." Agent Cardiff 20/7/05

This vessel originally sailed from Port Talbot on the 29th Jan'y 1905, but was in collision and put back to Cardiff Feb. 4, seriously damaged from which port she sailed on the 4th March 1905. See Lloyd's List Feb. 3

Courtown Harbour, co. Wexford, April 18, 12 50 p.m.—Pieces wreckage washed ashore, amongst them broken oar marked "Bay of Bengal."

L. L. Apr. 18, 1905

BAY OF BENGAL.—Cardiff, April 20.—The owners of the barque Bay of Bengal have received the following telegram from the Receiver of Wreck, at Courtown Harbour, in reply to inquiry as to the nature of the wreckage washed ashore:—"Oars boat broken lifebuoy marked Bay of Bengal, &c."—[See issue of April 20.]

22, 1905

BAY OF BENGAL.—Wexford, April.—Circular life buoy, marked "Bay of Bengal, Newport," with two red flags painted thereon, letter B and triangles in centre of flags, found April 18, ashore, half mile south of Cahore Point.—[See issue of April 27.]

May 2, 1905

BAY OF BENGAL.—London, May 6.—The owners of the Bay of Bengal have received the following from the Receiver of Wreck at Dublin, dated May 4:—"A piece of board, bearing the lower portion of the letters 'NGAL' (yellow on red ground), was picked up at Arklow, 22nd ult. A similar board, bearing the upper portion of these letters, as well as two oars, bearing her name, had been picked up at Courtown, co. Wexford. The owners write that above may possibly be part of wheel-box."

6, 1905

BAY OF BENGAL.—London, May 25.—The owners of the Bay of Bengal telegraph:—"Bengal: Have received telegram from Customs, Wexford, stating woman picked up on shore, two miles north Cahore pier, bottle containing following:—Begins, 'Lost on March 6, below Cahore. We observed a wall and ruined church opposite where we wrecked. 25 hands on board the name of the ship the Bay of Bengal elated by captain going down we belong to England.'"

29, 1905

BAY OF BENGAL.—London, June 20.—Owners report as follows:—"Trawler picked up bucket, with 'Bay of Bengal' painted on same, 20 miles north-west Scilly."

June 20, 1905

COMMITTEE'S DECISIONS.

Deferred one month — 16th Aug 1905
On Board — 13th Sept 1905
Posting deferred for telegraphic information from Taltal — 20th Sept 1905
Ported missing — 27th Sept 1905

No. 2985

Norsemanof Barnstaple, Official Number 93985, Lewis
Tons 126 gross 96 net
Cadiz for St. John's N.F.

Application submitted

23rd Aug. 1905

REMARKS.

Subscribers making application

Norman Mackinnon ²⁰⁰⁶⁴

Interested as Insurance Broker (on Huller)

Owner

C. W. S. Gould
Brunswick Wharf
Barnstaple

Cargo

200 tons Salt

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Cadiz
for St. John's N.F. on the
17th May 1905.

Crew:— about 6

Apprentices nil

Number of Days out

~~97~~ 104

COMMITTEE'S DECISIONS.

On Board — 23rd Aug 1905
Posted missing — 30th Aug 1905

No. 2986

Emile B. of *Bette, Le Soulat*, Tons 142 gross 114 net
Civita Vecchia for Dublin

Application submitted

6th Sept. 1905

REMARKS.

Subscribers making application

Arthur Bray 1994 ⁶/₀₅

*Interested as Broker who effected
 the insurance on the cargo.*

Owner

E. Bonnapous

Cargo

Carbide of Calcium.

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

*Sailed from Civita Vecchia
 for Dublin on the 10th May 1905*

Crew:—

Apprentices

Number of Days out

~~118~~ 125

COMMITTEE'S DECISIONS.

On Board — 6th Sept 1905
Posted missing — 13th Sept 1905

No. 2987

Chipperkyleof Liverpool, Official Number 99411, D. Wilson
Tons 1709 gross 1592 net
Newcastle N.E.W. for Valparaiso

Application submitted

6th Sept. 1905

REMARKS.

Subscribers making application

Aukland Aukland & Co. ²¹³⁴⁴/₀₅Interested as Agents of the Owners of
Cargo.

Owner

J. & J. Rae & Co.
14 Water Street
Liverpool

Cargo

Coal

Brown Duckenfield Colliery

Insurance effected at

Lloyd's & Liverpool Companies } On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Newcastle N.E.W. 1905 that they called to their "Agents at
for Valparaiso on the 6th April 1905the London Agents of the Ship
Messrs J. & A. Brown of 64 Leadenhall Street & Co.
write under date Sept. 9th 1905, as follows:"We have today received a cable from
our Valparaiso house, in answer to one sent
by us, stating, "We have not heard anything
about "Chipperkyle." Favoured by Mess. Auklands ²¹⁸¹³/₀₅Messrs J. & J. Rae & Co. write under date 8th Sept.
Valparaiso on the 19th June asking if ship
had arrived and received their reply next day
stating that there was no word of her. We
are firmly convinced that she has never arrived
or we would have had cable advice from
the Master of the vessel or Agents." ²¹⁵⁵¹/₀₅London, Sept 11.—Following cable received Sept. 9
from Valparaiso in answer to one sent:—We have not
heard anything about Chipperkyle.

L.L. Sept 12, 1905

Crew:— 17

Apprentices 6

Number of Days out

~~152~~ 159 166

COMMITTEE'S DECISIONS.

Deferred one week - 6th Sept 1905
On Board - 13th Sept 1905
Posted missing - 20th Sept 1905

No. 2988

Honolulu of San Francisco, Nielsen Tons 1053 gross 907 net
Shanghai for Port Townsend

Application submitted

12th Sept. 1905

REMARKS.

Subscribers making application

H.B. Sedgwick & Co.
21814
05

Interested as Re-Insurance Brokers

Owner

San Francisco Trading Co.
42 Market Street
San FranciscoLetter accompanying application signed
by A.P. Lorentzen as Agent for
Owners of the Honolulu

Cargo

In Ballast

280 tons

Insurance effected at

San Francisco
Re-Insurance effected at Lloyd's

On Vessel.

On Cargo

Latest Account

Sailed from Shanghai
for Puget Sound on the
22nd March 1905 and from
Woosung on the 26th March 1905

London, July 11.—Honolulu, Shanghai March 22 for
Port Townsend: The owners of this vessel, in answer
to inquiry asking for latest news, write from San Fran-
cisco, June 27, as follows:—Sailed from Woosung
March 26, since when no report whatever.

L.L. July 11, 1905

Crew:— 13

Apprentices

Number of Days out

from Shanghai 178
" Woosung 170

COMMITTEE'S DECISIONS.

Application not entertained—No direct insurance in
the United Kingdom.

No. 2989

Hashemi

15th of Bombay Official Number 102695. Hansen
Tons 3302 gross 2179 net
Calcutta for Bombay

Application submitted

18th Oct: 1905

REMARKS.

Subscribers making application

Charles J. Glanville

Interested as Insurance Broker

Owner

Bombay & Persia Steam Nav. Co
Bombay

Cargo

Coal

3571 tons of Deshagur Coal and
1113 tons of Giridih Coal - apt Calcutta

Insurance effected at

Lloyd's & Companies

On Vessel

Lloyd's

On Cargo

See Letter from Nelson Donkin & Co
dated 31st Oct: 1905. 26415

Latest Account

Sailed from Calcutta
for Bombay on the 4th
Sept. 1905, and passed
Saugor on the following day

London, Sept. 27.—Hashemi (s): The following tele-
gram has been received by the London agents of above
steamer from their Bombay house in reply to enquiry
asking for latest news:—There is no news of the vessel
yet. The steamer sailed 4th inst. Calcutta to Bombay.

25 Sept: 1905

Crew:— 71.

Apprentices nil

Number of Days out

~~43~~

63

COMMITTEE'S DECISIONS.

Deferred for 14 days - 18th Oct: 1905
On board 1st Nov: 1905
Posted missing 8th Nov: 1905

No. 2990

*My Beauty*of Plymouth, Official Number 102427, A. Roberts
Tons 114 gross 99 net
Sydney C.B. for Twillingate N.F.

Application submitted

25th Oct. 1905

REMARKS.

Subscribers making application

A. T. Alexander
Mess^{rs} J. N. Fox & Co. 2536⁵/₀₅

Interested as Broker for the Shipowner

Owner

John Westcott
Plymouth

Cargo

Coal

182 tons of Sydney Screened Coal 281²/₀₅

Insurance effected at

Lloyd's

On Vessel.

On Cargo

See telegram from Agent St Johns N.F.

Latest Account

Sailed from Sydney C.B.
for Twillingate N.F. on the
24th August 1905

Crew:- 5

Apprentices

Number of Days out

~~64~~
~~75~~
75

COMMITTEE'S DECISIONS.

Deferred one week - 25th Oct. 1905
On board 1st Nov. 1905
Posted missing 8th Nov. 1905

Loch

Mar. 1976

Kins

Application

Subscribers

Ro

Owner

Glu

Cargo

Gen

Insurance of

Lloyd.

Lloyds & elsewhere

Latest Account

Sailed from Glasgow
for Adelaide & Melbourne on the
14th June 1905, and reported
to have been spoken on the
6th Sept 1905 in lat 35.21 S long 133 E

Crew:— 23

Apprentices 4

Number of Days out

~~129~~
146

COMMITTEE'S DECISIONS.

On board 1st November 1905
Posted missing 8th Nov^r 1905

p.m.—Steamer returned, search futile. (Loch) Vennachar supposed to have been lost in the late gales. All on board supposed lost.

London, Oct. 2.—Telegram received from owners, dated Glasgow, Oct. 2, states: Adelaide cablegram received this morning reads wreckage boat bearing name Loch Vennachar washed ashore Kangaroo Island.

Adelaide, Oct. 2, 4 20 p.m.—Some wreckage has been found, a piece has on it the name "Vennachar."

LOCH VENNACHAR.—Adelaide, Oct. 9, 6 10 p.m.—Some wreckage has been found; a piece has on it the name "Loch Vennachar," Mauritius spar.

No. 2992

Lafayette of Nantes, Boju, Tons gross 1977 net 1766.
New York for Saigon

Application submitted

1st November 1905

REMARKS.

Subscribers making application

F. Hall

26330
03

Interested as Broker for Hull

Owner

Société des Armateurs Nantais
Nantes

Cargo

Oil

70,300 Cases
& 100 Tons of Stone Ballast

Insurance effected at

London & France

On Vessel

£1800 Insured at Lloyds

On Cargo

Latest Account

Sailed from New
York for Saigon on the
24th February 1905 and reported
spoken on the 25th Feb'y 150 miles
West south west of Nantucket

Crew:—

24

Apprentices

Number of Days out

~~244~~
~~263~~
~~270~~
277

COMMITTEE'S DECISIONS.

Defer 14 days 1st Nov^r 1905
Defer 7 days 15th Nov^r 1905
On Board 22nd Nov^r 1905
Posted missing - 29th Nov^r 1905

L.L. July 25. 1905

Sept 22 1905

London, July 25.—Lafayette, from New York: In
reply to inquiry whether above vessel had arrived at
Amjer, or if there was any news of her, Lloyd's Agent at
Batavia telegraphs July 25 as follows:—Lafayette has
not arrived. We have no tidings of her.

Havre, Sept. 20.—Anxiety is felt for the safety of the
barque Lafayette, Boju, from New York for Saigon.—
Le Havre.

No. 2993

Principality of Liverpool, official No 91258, John Parry
Tons 1757 gross 1595 Net
Junin for Rotterdam

Application submitted

8th November 1905.

REMARKS.

Subscribers making application

A. W. Edwards
(Pitman & Deane L^{td})

Interested as Broker for Hull

Owner

The Principality Ship Co L^{td}
Managers W^m Thomas Sons & Co
Liverpool

Cargo

Nitrate

Insurance effected at

London & Liverpool

On Vessel

On Cargo

Latest Account

Sailed from Junin
for Rotterdam on the 14th May
1905, and reported spoken on the
13th July, 23.30 South 23.5 West

Liverpool, Sept. 14, 2.33 p.m.—Four-masted barque,
supposed Principality, spoken July 13, 23.30 S, 23.5 W,
with maintopgallant mast gone, by the Glenholm, at
Falmouth.

L. L. Sept 15 1905

Crew:—

Apprentices

Number of Days out

from sailing +187 204 208
reported speaking +17 +132 137

COMMITTEE'S DECISIONS.

Defer 14 days 8th Nov^r 1905
On Board 22nd Nov^r 1905
Posted missing 29th Nov^r 1905

No. 2994.

Dan & Mary of Cardigan, Official No 22953 John Harries
Tons 85 net
Newport (Mon) for Bantry

Application submitted

8th November 1905.

REMARKS.

Subscribers making application

A. M. Haines
(Haines & Co)

Interested as Broker for Cargo

Owner

John Harries
Dinas Cross
Pembrokeshire

Also Captain

Cargo

Coal

147 Tons
Partridge Jones & Co's Stafod Van
House Coal (large) as Npt 2994

Insurance effected at

Lloyds

On Vessel.

On Cargo, freight
& effects

Latest Account

Sailed from Newport
(Mon) for Bantry on the 25th
September 1905See Letter from Captain's Father
& also Letter from Lloyd's Agent
at Bantry

Crew:—

H

Apprentices

Number of Days out

43 5 7 6 11

COMMITTEE'S DECISIONS.

Defer 14 days 8th Nov^r 1905
On Board 22nd Nov^r 1905
Posted missing 29th Nov^r 1905

No. 2995

Harvie

Castilia (s) of Hamburg, Wiehr Tons 2911 gross 1870 net
 Antwerp for Vera Cruz.

Application submitted

22nd Nov. 1905

REMARKS.

Subscribers making application

E. B. Hampton²⁷⁷⁴¹
 Watson & Hampton

Interested as brokers

Owners

Hamburg Amerika Linie
 Hamburg

Cargo

General Merchandise

Water Ballast

Insurance effected at

On Vessel

CASTILIA (s).—Hamburg, April 14.—The German steamer *Castilia*, Wiehr, hence for West Indies and Mexico, which left Antwerp March 9, has not yet arrived. As heavy gales have recently prevailed in the Atlantic, a very long delay is quite conceivable.—*Borsen Halle*.

L.L. April 17. 1905

Lloyds & the Union of
 Canton Co

On Cargo

CASTILIA (s).—London, April 19.—The following from the owners in Hamburg, dated April 17, is communicated by their London Agency:—In reply to your inquiry of the 14th inst., we beg to inform you that this steamer is overdue at Vera Cruz since about the 2nd inst., having left Antwerp on March 9, direct for Vera Cruz, with a full cargo and sufficient coal on board for 32½ days. She must have met with heavy weather in the Atlantic, and we presume has had an accident to her machinery.

L.L. " 20. 1905

Latest Account

Sailed from
 Antwerp for Vera Cruz, Mexico
 on the 9th March 1905

Crew:— 37

Apprentices 2.

Number of Days out

257 264

COMMITTEE'S DECISIONS.

On Board - 22nd Nov 1905
 Posted missing - 29th Nov 1905

No. 2996

Altamira ^{1st} of Bilbao, Arrola, 1735 tons gross 1107 tons net
 Fernandina for Bilbao

Application submitted

22nd Nov. 1905

REMARKS.

Subscribers making application

F. B. Messenger

Interested as Broker

Owners

Compañia Anónima de Navegación
 Derástegui 5
 Bilbao

Cargo

Phosphate and Pitch Pine

Insurance effected at

London

On Vessel

Bilbao

On Cargo

Latest Account

Sailed from Fernandina
 for Bilbao on the
 2nd October 1905

C. C. 4300 705

Crew:— 22

Apprentices 1.

Number of Days out

~~50~~ 57 64

COMMITTEE'S DECISIONS.

Deferred one week — 22nd Nov. 1905
 On Board — 29th Nov. 1905
 Ported missing — 6th Dec. 1905

No. 2997

Alvireo 151 of London, Official Number 78957, Herod
Tons 1250 gross 790 net
Santander for Middlesbrough

Application submitted

6th Dec. 1905

REMARKS.

Subscribers making application

Alfred Blackmore $\frac{29210}{05}$

Interested as Brokers.

Owners

Welbeck Shipping Co Ltd
V. J. Thompson & Co
Sunderland

Cargo

Iron ore

Insurance effected at

Lloyd's & Mutual Clubs } On Vessel

} On Cargo

Latest Account

Sailed from Santander
for Middlesbrough on the
11th Nov. 1905

Crew:— 17

Apprentices nil

Number of Days out

24. — 38

COMMITTEE'S DECISIONS.

Deferred one week — 6th Dec. 1905
On Board — 13th Dec. 1905
Ported missing — 20th Dec. 1905

No. 2998

Bud of Christiania, A. Larsen Tons 150 gross 143 net.

Burntisland for Laurvig

Application submitted

6th Dec^r 1905

REMARKS.

Subscribers making application

L. W. Hammond & Co
29603
05

Owner

B. A. Ellingsen
Dotveien 6
Christiania

Cargo

Coal.

"Cargo consisted of Dypart steam coal. This is a third class quality of coal, and has the reputation of being free from any such properties as would lead to spontaneous combustion or explosion."

Agt. Burntisland
29981
05

Insurance effected at

Uninsured

On Vessel.

Glasgow

On Cargo

Latest Account

Sailed from Burntisland
for Laurvig, on the 2nd Oct. 1905

Crew:— 6

Apprentices

Number of Days out

64 78 87

COMMITTEE'S DECISIONS.

Deferred 14 days. — 6th Dec. 1905
On Board — 20th Dec. 1905
Posted missing — 29th Dec. 1905

No. 2999

Carlo(s) of Cardiff, Official Number 81789, Samuel Green
Tons 1277 gross 784 net
Port Talbot for Huelva

Application submitted

6th Decr 1905

REMARKS.

Subscribers making application

Chas. Wright $\frac{29611}{05}$

Interested as Insurance broker for steamer

Owners

George Henry Wills & Co
49 Mount Stuart Square
Cardiff

Cargo

Coal & Coke

"The ss Carlo" loaded at Port Talbot a full
cargo of large Steam Coal, which was worked
from Messrs North's Navigation Collieries
Apt. Swansea.

Insurance effected at

Lloyd's & Co. Ltd. } On Vessel

On Cargo

Latest Account

Sailed from Port Talbot
for Huelva on the 10th Nov. 1905Huelva, Nov. 23, 10 a.m. - Carlo (s) has not arrived;
we have no tidings of her.

LL Nov. 23. 1905

Crew:-

17

Apprentices

Number of Days out

25 - 39

COMMITTEE'S DECISIONS.

Deferred one week -

6th Decr 1905

On Board -

13th Decr 1905

Posted missing -

20th Decr 1905

No. 3000

Ernst (of West Rhanderfehn, Germany), de Buhr Tons 65 gross 55 net

Warkworth Harbour for Sylt

Application submitted

6th Decr 1905

REMARKS.

Subscribers making application

Fred. Finch

296

Interested as having effected the insurance on the cargo.

Owner

Captain de Buhr
West Rhanderfehn

Owner was the Captain, Letter, accompanying is from Captain's wife.

Cargo

Coal

"Vessel sailed with a cargo of Broomhall Coal, screened for household uses.....
No possibility of Gas in the cargo." *Capt Warkworth*

Insurance effected at

Leer & Hamburg

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Warkworth for Sylt on the 4th Oct. 1905.

ERNST.—Westrhanderfehn, Oct. 23.—The galliot Ernst, de Buhr, from England for Holland, has not yet been reported arrived.

L.L. Oct 26. 1905

ERNST.—Westrhanderfehn, Nov. 6.—The galliot Ernst, De Buhr, which left Warkworth at the end of September for Wyk (Fohr), with coals, has not yet reached her destination. A seaman's clothes bag has been picked up in the North Sea by a Weser steam trawler.—Borsen Halle.—[See issue of Oct. 26.]

Nov. 17 1905

Crew:—3

Apprentices 1

Number of Days out

42 74 95

COMMITTEE'S DECISIONS.

Deferred 14 days - 6th Decr 1905
On Board - 20th Decr 1905
Posted missing - 29th Decr 1905

No. 3001

Susanna of Hamburg, Lügens, Tons 1975 gross 1873 net
Port Talbot for Iquique

Application submitted

20th Dec. 1905

REMARKS.

Subscribers making application

A. C. Allan 60728
05

Owners

G. J. H. Siemers & Co.
Dornbusch 12¹
Hamburg

Cargo

Coal

2900 tons North's Navigation Coal.

Insurance effected at

London

On Vessel

Hamburg

On Cargo

Latest Account

Sailed from Port
Talbot for Iquique on the
11th June 1905.
"Lloyd's List" states vessel sailed
10th June.

Crew:— 25

Apprentices

Number of Days out

191

COMMITTEE'S DECISIONS.

Vessel arrived at Iquique

No. 3002

Tregea of Hayle, Official Number 58679 Gouch Tons 158 gross 133 net
Glasgow for Lannion

Application submitted

20th Dec. 1905

REMARKS.

Subscribers making application

Fred Finch $\frac{60619}{05}$

Interested as having effected the insurance on the cargo

Owner

Robert Mills
48 Brandling Place
Newcastle

Cargo

Coal.

250 tons of John M'Andrew & Co's
'Thankerton' coal. $\frac{60942}{05}$

Insurance effected at

£600 (Mutual Clubs) } On Vessel

Lloyd's } On Cargo

Latest Account

Sailed from Glasgow
for Lannion on the
13th November 1905

Crew:- 5

Apprentices

Number of Days out ~~56~~ 57 64

COMMITTEE'S DECISIONS.

Deferred three weeks - 20th Dec 1905
On Board - 10th Jan 1906
Posted missing - 17th Jan 1906

No. 3003

*Britannia**131 of Copenhagen, Jensen**Tons 2410 gross 1552 net**Barry for Genoa.*

Application submitted

20th Dec^r 1905.

REMARKS.

Subscribers making application

*Fredk. Bolton**Interested as having effected insurances on cargo.*

Owner

*Dampskibsselskabet Union
Amaliegade 33
Copenhagen*

Cargo

*Coal.**"Large Steam Coal, shipped by the
Tredegar Iron & Coal Co., London address,
7 Fenchurch Avenue. This coal would
be free from spontaneous combustion."**Agt Cardiff 61060
25-*

Insurance effected at

*On Vessel**On Cargo**London.*

Latest Account

*Sailed from Barry
for Genoa on the 10th Nov.
1905 and passed Barry Island
on the same day.*

Crew:— 23

Apprentices

Number of Days out

39 148

COMMITTEE'S DECISIONS.

*On Board**20th Dec^r 1905**Ported missing -**29th Dec^r 1905*

No.

Application submitted

REMARKS.

*Subscribers making application**Owner**Cargo**Insurance effected at**On Vessel**On Cargo**Latest Account**Crew :—**Apprentices**Number of Days out*

COMMITTEE'S DECISIONS.

No.

<i>Application submitted</i>	REMARKS.
<i>Subscribers making application</i>	
<i>Owner</i>	
<i>Cargo</i>	
<i>Insurance effected at</i> <div><div>On Vessel</div><div>On Cargo</div></div>	
<i>Latest Account</i>	
<i>Crew :—</i> <i>Apprentices</i>	

<i>Number of Days out</i>	COMMITTEE'S DECISIONS.
<p>The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1671, and is used with Lloyd's consent.</p>	

No.

<i>Application submitted</i>	REMARKS.
<i>Subscribers making application</i>	
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<i>Cargo</i>	
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<i>Latest Account</i>	COMMITTEE'S DECISIONS.
<i>Crew :—</i> <i>Apprentices</i>	
<i>Number of Days out</i>	

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<i>Latest Account</i>	
<i>Crew :—</i> <i>Apprentices</i>	COMMITTEE'S DECISIONS.
<i>Number of Days out</i>	

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<i>Insurance effected at</i> <div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 3em; margin-right: 10px;">}</div> <i>On Vessel.</i> </div> <div style="display: flex; align-items: center; justify-content: center; margin-top: 20px;"> <div style="font-size: 3em; margin-right: 10px;">}</div> <i>On Cargo</i> </div>	
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<i>Crew :—</i> <i>Apprentices</i>	COMMITTEE'S DECISIONS.
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REMARKS.

Subscribers making application

Owner

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Insurance effected at

On Vessel

On Cargo

Latest Account

Crew :—

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COMMITTEE'S DECISIONS.

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REMARKS.

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	<div> <div></div> <div>On Vessel</div> </div>	
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Crew :—		
Apprentices		
Number of Days out		COMMITTEE'S DECISIONS.

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REMARKS.

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Latest Account

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COMMITTEE'S DECISIONS.

LLOYD'S

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